

APPENDIX D – COMMENTS AND RESPONSES

NEPA regulations at 40 CFR 1503.1 require the lead agency to solicit public comments on a Draft Environmental Impact Statement (DEIS) prior to preparing a Final EIS. This includes Federal, State and local agencies, Native American tribes, and any persons interested in or affected by the proposed action.

The public comment period for the I-15 DEIS extended from November 23, 2007 to January 11, 2008 (49 days). The FHWA extended an extra week to the Environmental Protection Agency (EPA) and United States Army Corps of Engineers (COE). During that time, comments were invited through mail, email, through the project website, at two public hearings, and at a neighborhood meeting called by the Grandview Hill neighborhood in Provo. A total of 476 comments were received during the public comment period, in the varied formats described above.

This appendix presents every comment received during the public comment period. Many of the comments are repetitive, and so the same response may pertain to more than one comment. In some cases, sections of the EIS have been revised, in other cases readers are referred to existing text. Each comment is presented in Table D.1, at the end of this appendix. Table D.1 also refers readers to the appropriate section or text.

Federal and State agency letters and responses are in sections D.1 and D.2. City and MPO letters and responses are in Section D.3. Comments from the public are presented in Section D.4. Table D.1 presents all comments and responses.

D.1 Federal Agencies

D.1.1 U.S. Army Corps of Engineers (January 21, 2008)

Comment COE-1: The Corps concurs with the primary project purpose stated in the document, and will utilize this project statement to evaluate the project corridor under our Section 404 regulatory authority.

Response: Comment noted.

Comment COE-2: The five secondary purposes or objectives identified in the document appear to be redundant, and, in some instances they are integral parts of the primary project purpose. Therefore, to simplify our environmental analysis the Corps will only utilize the primary project purpose statement contained in the DEIS to evaluate Section 404 regulatory issues.

Response: The secondary purposes described in the EIS are goals that helped refine and compare alternatives, and help keep the project consistent with the MPO's and locally adopted land use plans. They were not used to screen alternatives, and do not need to be used to evaluate 404 regulatory issues.

Comment COE-3: The Corps concurs with (and appreciates) the alternatives screening process, since it eliminates all alternatives and options that don't meet the primary purpose (though they may meet one of FHWA's secondary project purposes or objectives)

Response: Comment noted.

Comment COE-4: In the Provo/Orem area, there would not be a substantial increase in level of service (LOS) between the options with the frontage roads and the non-frontage roads options. In general, it appears that the highway segments with frontage roads (Options A and B) would only improve by one LOS versus the Option C and Option D configurations (without frontage roads). Interchanges between the frontage road options and non-frontage road options would display minimal improvements in LOS, with one exception. The Sandhill Road/University Parkway intersection would range from LOS D under Option A to LOS F under Option D. Additionally, based on the project LOS for highway segments, it appears that the proposed 800 South interchange in Orem would actually decrease LOS through the segment, (e.g. in Option A).

Response: Between the DEIS and FEIS, the traffic analysis was updated to version 6.0 of the WFRC/MAG travel model. The FEIS presents the most up-to-date traffic data available. With the new analysis, there is no difference in the mainline LOS between the options in the Provo/Orem area. The Sandhill Road & University Parkway intersection operates at LOS E in Option A and at LOS F in the other three options.

Comment COE-5: Per the last comment, in order to better understand the LOS in the Orem area and the effects of the 800 South interchange, the Corps recommends that the EIS team simulate LOS of the segments between University parkway and the proposed 800 South interchange, and between 800 South and Orem Center Street.

Response: Since publication of the DEIS, FHWA and UDOT have decided on Option D as their Preferred Alternative. Therefore, the new interchange at Orem 800 South is no longer being considered. However, during the DEIS process, the EIS Team prepared Conceptual Access Justification Reports for potential new accesses that included simulation analyses.

Comment COE-6: In comparing the LOS for American Fork Main Street - Option A with the other Options, it appears that one LOS would be gained at the intersection of 600 West and American Fork Main Street for Options B and C.

Response: Between the DEIS and FEIS, the traffic analysis was updated to version 6.0 of the WFRC/MAG travel model. The FEIS presents the most up-to-date traffic data available. With the updated analysis, this statement is still true.

Comment COE-7: The Corps is concerned about secondary wetland impacts that would result from induced growth and changes in land use around the proposed new interchanges. We are especially concerned with induced growth around the American Fork Main Street interchange. This interchange would eventually tie into the proposed East-West Connector roadway running along 10th South in Lehi. We are very concerned about the development that would occur as a result of these roadway improvements, especially in the areas currently under agricultural land use. Many of these areas contained farmed wetlands that may fall under the Corps' jurisdiction.

Response: The project by itself is not expected to cause any more growth than what is already projected by the Governor's Office of Planning and Budget, and that is incorporated in city plans and long range plans. The project may, however, affect the pace of projected growth and influence the nature of development. Many of the indirect impacts that could result from such a transportation project are a combination of social, economic influences that are independent of transportation facilities. Indirect effects are expected to be controlled by local-land-use policy as reflected in general zoning plans.

The Preferred Alternative also requires a small re-alignment of American Fork Main Street. The remainder of the project is along well-developed and long-established corridor, where minimal indirect environmental impacts can be expected.

The permitting requirements associated with Section 404(b)(1) guidelines governing the U.S. Army Corps of Engineers' permit are limited to requiring mitigation for indirect impacts that are specific and predictable in terms of location and degree. More generalized indirect impacts such as those associated with possible future growth in a region do not require mitigation by FHWA or UDOT. In the event that future development results in wetland impacts, the proponent of the development is required to mitigate those impacts.

Comment COE-8: As the team is aware, the Corps must consider other public interest review factors besides those issues pertaining to the Clean Water Act. We are concerned that the 800 South interchange would result in up to 94 housing unit relocations (per Table S-2 in the DEIS). In our permit decision, the Corps must be able to justify these potential relocations by tying them back to the project purpose. However, based on the project LOS at 800 South interchange and surrounding interchanges (i.e., the University Parkway and Orem Center Street interchanges) the 800 South interchange would not provide an appropriate increasing in LOS.

Response: Since publication of the DEIS, the FHWA and UDOT have decided on a Preferred Alternative that includes Option D in this area. This alternative entirely avoids the apartment complex that produced 77 of the residential relocations described in the DEIS.

Comment COE-9: In the affected environment, could the EIS team please explain how stormwater runoff is managed on bridges? Of particular interest are hydrocarbon runoff and de-icing runoff from the project area bridges.

Response: As a design-build project, final designs will not be completed until after the environmental document is finished. However, UDOT will ensure that no untreated water will be allowed to enter streams or other watercourses, from bridges or elsewhere.

Comment COE-10: Adjacent is defined as neighboring, bordering or contiguous, per 33 CFR 328.3(c). Neighboring, bordering or contiguous wetlands are all included in the concept of “adjacent” wetlands per the Corps’ regulation.

Response: Section 3.14.1.1 has been simplified to reflect the appropriate use of the term.

Comment COE-11: Interchange locations need to be displayed on the wetlands figures so locations of waters of the U.S. are more readily identifiable.

Response: Figures 3.14-1 to 3.14-4 have been revised to illustrate interchange locations and numbers. The interchange numbers can be used to find the appropriate interchange in Volume II for closer inspection.

Comment COE-12: The vast majority of wetland impacts in the common areas of Alternative 4 would occur in Category 3 wetlands (i.e. those wetlands that provide wetland functions, but that occur in highly disturbed areas).

Response: Comment noted.

Comment COE-13: Approximately 9 acres of additional wetlands impacts would result in the construction of Provo/Orem Option A or C. Impacts throughout the Provo/Orem area would primarily occur in Category 3 wetlands.

Response: The majority of additional impacts in the Provo/Orem area result from frontage roads and an Orem 800 South interchange. Since publication of the DEIS, the FHWA and UDOT have decided on Option D through this area, so that Preferred Alternative that avoids frontage roads, and avoids a majority of those wetland impacts.

Comment COE-14: The American Fork Main Street Interchange area contains a higher percentage of Category 2 wetlands relative to the rest of the study area. Category 2 wetlands can provide habitat for sensitive plants or animals, function at high levels for fish and wildlife habitat, and/or exhibit high ratings for functions assessed using UDOT’s Wetland Functional Assessment Method (2006). The American Fork Street Main Street Interchange – Option A would have the least impact to waters of the U.S.

Response: Since publication of the DEIS, UDOT has refined the design of Option C at the American Fork Main Street interchange because it had the highest wetland impacts. In doing so, impacts were reduced to 5.25 acres, slightly less than the 5.28 acres impacted by Option A.

Comment COE-15: The Corps has examined the waters of the U.S. within the EIS study area through our field review and subsequent verification of the delineation. We have also thoroughly examined potential impacts under the No Build Alternative (Alt 1) and the Build Alternative (Alt 4) and its various options. We have examined these wetland impacts as they relate to the primary project purpose and other social and environmental factors (mentioned in the comments below).

There are several metrics that have been used throughout this EIS to quantify the improvements to Interstate 15, including Traffic Volumes, Level of Service, Crash Analysis, etc. In the Corps’ view, these metrics successfully demonstrate the need to construct the Build Alternative. After accounting for the Utah Transit Authority’s FrontRunner commuter rail project, and the positive effects it will have in reducing 2030 peak-hour congestion through the project area, we realize that I-15 improvements are still necessary throughout Utah County and south Salt Lake County. We believe that expanding the existing I-15 corridor is the least environmentally damaging alternative (as opposed to designating a new corridor somewhere else through Utah Valley).

Response: Comment noted.

Comment COE-16: The environmental document adequately supports the need for wetland impacts in the Alternative 4 common areas.

Response: Comment noted.

Comment COE-17: After accounting for impacts to waters of the U.S., housing and business relocations, and other public interest review factors in the Provo/Orem area the Corps finds that the Provo/Orem area Option D would be the least environmentally damaging, practicable alternative for the area.

Per our comments under COE-4, Options A and B would not perform much better than Options C and D. The frontage roads proposed under Options A and B would increase wetland impacts throughout the study area by over 9 acres. Though the bulk of these are disturbed Category 3 wetlands, they provide important functions and could be avoided (as configured in either Option C or D).

The interchange proposed at 800 South (Orem) would result in 77 additional housing relocations under Option C; Option D would have no housing relocations, making it the better option of the two.

Response: Since publication of the DEIS, the FHWA and UDOT have decided on Option D, with slight modifications, as part of their Preferred Alternative. It includes the following elements, in addition to widening and reconstruction in the Provo/Orem area:

- A new flyover ramp from southbound I-15 to eastbound University Parkway
- A new roundabout intersection for traffic from northbound I-15 to UVSC
- A realignment of Provo 820 North
- Total reconstruction of the Provo Center Street interchange

These plans avoid the increased wetlands impacts from the frontage roads (Options A and B) and the additional 77 residential relocations from the Orem 800 South interchange (Options A and C). Section 3.4 and Section 3.14 describe final wetland and relocation impacts from the different options.

Comment COE-18: After accounting for impacts to waters of the U.S., housing and business relocations, and other public interest review factors at the American Fork Main Street Interchange area, the Corps finds that Option A would be the least environmentally damaging, practicable alternative for the area.

Over half of the Category 2 wetlands in the I-15 study area occur in or around this interchange, and wetland impacts for Option A would be approximately 2.4 acres less than wetlands impacts under Options B or C. Per our comments under COE-6, Options B and C would not perform much better than Option A.

Additionally, Option A would have the fewest housing/business relocations and would not impact any Utah County Agricultural Protection Areas.

Response: Since publication of the DEIS, UDOT has made refinements to the design of Option C at the American Fork Main Street interchange, which minimize wetland impacts. Refinements include a slight alignment shift, additional retaining walls, and an extra lane between I-15 and 300 East. In doing so, impacts were reduced to 5.25 acres, slightly less than the 5.28 acres impacted by Option A. Option C avoids all Agricultural Protection Areas as well.

Comment COE-19: Under Alternative 4, selecting Option D in the Provo/Orem area and Option A at the American Fork Main Street Interchange would result in 42.93 acres of direct impacts to waters of the U.S. The Corps finds that these two options would constitute the least environmentally damaging, practicable alternative, after consideration of impacts to the aquatic environment and other public review factors.

Response: Since publication of the DEIS, the FHWA and UDOT have decided on Option D in the Provo/Orem as part of their Preferred Alternative. Design refinements to American Fork Option C reduce impacts below those of Option A. With these two options, the Preferred Alternative is the least environmentally damaging, practicable alternative.

D.1.2 U.S. Environmental Protection Agency (January 18, 2008)

Comment EPA-1: Pursuant to EPA policy and guidance, EPA rates the environmental impact of an action and the adequacy of the NEPA analysis. EPA has rated the action alternative and options as "EC-1" (Environmental Concerns – Adequate). This "EC" rating means that impacts have been identified that should be avoided in order to fully protect the environment. The "1" rating means that no further analysis or data collection is necessary, but clarifying language or information may be necessary. As explanation of the rating criteria is enclosed.

Response: Rating noted.

Comment EPA-2: EPA has also evaluated the project "Options" to identify the Least Environmentally Damaging Preferred Alternative (LEDPA) under Section 404(b)(1) of the Clean Water Act. Our analysis of the wetland impacts from Alternative 4 (Options A, B, C and D) conclude that Options C and D are clearly the LEDPA, resulting in approximately 30% less direct wetland impacts. These wetlands impacts are primarily due to the frontage roads that are proposed for these options. In addition to higher wetland impacts, Options A and B will also have serious indirect impacts to land through the Provo and Orem area. As discussed in this DEIS, these frontage road designs will likely impact commercial businesses, thereby causing economic impacts. Implementation of Option B will likely also result in pressure to redevelop existing agricultural and low density residential lands west of the interchange to commercial uses. We do not have an environmental preference for Option C or D and defer to highway design needs and community preference for either of these two Options. However we would like to coordinate with the Utah Department of Transportation (UDOT) regarding the differences in resource impacts between Option C and D as the final preferred alternative is identified for the final EIS.

Response: Since publication of the DEIS, the FHWA and UDOT have decided on Provo/Orem Option D as their Preferred Alternative. This is the least environmentally damaging, practicable alternative.

Air Quality-1: Section 3.8.1.1 Pollutants of Concern/Criteria Air Pollutants: This section adequately explains most of the criteria pollutants related to vehicular emissions. However, there is no listing of sulfur oxides. We recommend that an additional bullet item be inserted with an explanation of SO_x emissions.

Response: A bullet item was added to discuss sulfur oxides in Section 3.8.1.1 of the FEIS includes an explanation of sulfur oxide emissions.

Air Quality-2: Section 3.8.1.3 Air Quality Attainment Status – Particulate Matter Less Than 2.5 Microns in Diameter (PM_{2.5}): "By December 2007, the State of Utah will make recommendations for areas to be designated attainment (meeting the standard) and non-attainment (exceeding the standard)." EPA recommends that this language be updated to address the recent publication of the Utah Area Designation Recommendation for the 2006 PM_{2.5} NAAQS. This document was released on December 18, 2007 and it recommends (pg. 39) that the majority of Salt Lake County and the majority of Utah County be listed as two distinct non-attainment areas for PM_{2.5}.

Response: Discussion of future PM_{2.5} nonattainment areas was added in Section 3.8.2.2 and Section 3.8.5.1.

Air Quality-3: Even though the I-15 Corridor has not yet been officially designated as a PM_{2.5} non-attainment area, the DEIS does do an adequate job of explaining EPA and FHWA guidance for qualitative PM_{2.5} hot-spot analysis when transportation conformity does apply for PM_{2.5}. However, Table 3.8.8 does indicate that there will be a 6% increase in PM_{2.5} for the action alternative versus the no action alternative and no mitigation has been discussed regarding this impact. Mitigation measures for PM_{2.5} caused by traffic volume increases should be discussed.

Response: Discussion of the potential increases in primary PM_{2.5}, as well as the implications of future reductions of NO_x emissions (the main secondary PM_{2.5} precursor) was added to Section 3.8.5.1. A qualitative PM_{2.5} hot-spot evaluation was also added as Section 3.8.5.4 to respond to FHWA comment. This evaluation indicates that PM_{2.5} concentrations caused by vehicles emissions are expected to decrease in the future.

Air Quality-4: Section 3.8.2.1 Climate – Consider inserting a figure of windrose for the local area so that nearby residents can visualize the frequency that they are downwind from the I-15 corridor.

Response: Figure 3.8-1 Wind Rose for Salt Lake City was added as requested.

Air Quality-5: Section 3.8.4.1 – Nationwide MSAT Emission Reduction Trends: Please provide a reference for Figure 3.8-1 which shows FHWA's forecasted trends in nationwide tailpipe emissions. Additionally, consider including the Table 3.2-2 Schools and Libraries in this Section. This information would be useful in identifying sensitive populations near the highway. Future documents should include other sensitive receptors such as day care centers, hospitals and nursing homes on this list.

Response: Citation was added to the figure. A cross-reference was added to direct the reader to Section 3.2 for a discussion of sensitive receptors including schools and libraries.

Air Quality-6: EPA has significant concerns about the MSAT language use in the DEIS. Other comments from Region 8 have also reflected this position. We will schedule a meeting within the next month to facilitate further discussions regarding the EPA's position on MSATs.

Response: The EIS has been anticipating MSAT language resulting from coordination between the EPA and FHWA. That language has not yet been received. Therefore the FEIS reflects only slight changes to the MSAT discussion. If EPA/FHWA language is received by the signing of the Record of Decision (ROD), it can be included as errata in the ROD.

Water Quality-1: A project cannot further impair a Clean Water Act (CWA) 303 (d) listed water body. Utah Lake and portions of the Jordan River within the project area are 303 (d) listed waters. Where storm water discharges from the project enter into Utah Lake and portions of the Jordan River impaired for Total Dissolved Solids (TDS), it will be necessary to include additional storm water treatment measures. Without treatment, runoff from the expanded impervious surfaces (especially from winter storm events where deicer has been applied) will contribute further to the existing water quality impairments. It is noted in Section 3.12.4.2 (Surface Water Quality), that additional measures are necessary in these areas as detention will not remove dissolved solids. Removal of dissolved solids does not occur with most stormwater treatment systems, and enhanced systems employing particle destabilization (flocculation), multi-chamber treatment trains, or biological uptake may be necessary to remove dissolved solids. Since these practices have not been described, the final EIS will need to be updated with information on the type of stormwater treatment systems which will be effective in removing dissolved solids from discharges to Utah Lake and the Jordan River. In addition, the final EIS should disclose the stormwater treatments system which will ultimately be installed.

Response: Between the Draft and Final EIS, the I-15 team used the FHWA's spreadsheet for calculating Total Dissolved Solids in water run-off along the I-15 corridor under the Build Alternative. The team also calculated impacts to impaired waters and to the beneficial use classifications of 303(d)-listed waters in the study area. This work is presented in Section 3.12.4.2. Results indicate that TDS in run-off will be below water quality standards, and that the project will not further impair any impaired waters, or alter any beneficial use classifications.

The type of stormwater treatment system that will ultimately be installed as part of this project will not be determined until final roadway design. Based on the analysis presented in Section 3.12.4.2, it is expected that with the stormwater treatment system impaired waters and other waters will be adequately protected.

Water Quality-2: Please disclose the impact of ongoing (versus short-term construction) runoff from the highway into wetland areas. These indirect effects should be considered in long term project mitigation.

Response: See response to Water Quality-1, FEIS Section 3.12.4.2, and Section E.12 of Appendix E. It is expected that any run-off into wetlands will meet water quality standards. A Stormwater Pollution Prevention Plan (SWPPP) will be developed by the design-build contractor and submitted to UDEQ. The

design-build contractor will also be responsible for implementing and maintaining the BMPs contained in the SWPPP.

Indirect Effects/Quality of Life/Smart Growth-1: The analysis of indirect effects should not rely solely on compliance with existing comprehensive land use plans. While comprehensive land use plans are an important component of the analysis of indirect effects, compliance with these plans could still result in adverse environmental effects. EPA believes that without these road improvements, growth and land use would develop differently in location, density and type of development. The FEIS should identify existing conditions and general trends and forces shaping growth and development in the area; identify land with development potential and most likely locations of growth; identify sensitive environmental resources that may be impacted by such growth, direct and indirectly.

Response: In general, indirect impacts to environmental resources would be most likely to occur in areas proposed for interchanges or significant realignment. Since the 800 South Interchange has been dropped for the FEIS, the only new proposed interchange in the Preferred Alternative is the North Lehi Interchange. The Preferred Alternative also requires a short re-alignment of American Fork Main Street. The remainder of the project is along a well-developed and long-established corridor, where minimal indirect environmental impacts can be expected.

Indirect Effects/Quality of Life/Smart Growth-2: The FEIS should discuss types of mitigation techniques for environmental impacts from induced growth that could be implemented by UDOT, the Municipal Planning Organizations, or local governments. These could include:

- Access controls (location of interchanges)
- Local land use plans that affect or regulate new development
- Zoning controls
- Transfer of development rights
- Growth management regulation (public facilities ordinances, development moratoria, urban growth boundaries, extraterritorial zoning/annexation)
- Resource management and preservation regulations
- Incentives for Brownfields/infill development

Response: As explained in the response to the prior comment, the project is along a well-developed and long-established corridor, where minimal indirect environmental impacts can be expected. To the extent that there could be impacts, these issues may be addressed by the cities and counties through land-use regulations and development permits based on local master plans.

Indirect Effects/Quality of Life/Smart Growth-3: Also, given the additional vehicle miles traveled in the action alternative and potential growth impacts, it would be useful to include a short discussion on realistic types of travel reduction measures that could be implemented in Salt Lake and Utah counties and a calculation of percent reduction in vehicle miles that would be possible.

Response: Chapter 2 describes a screening process that evaluated a number of technologies to help reduce traffic on I-15. Most of them did little to meet the project Purpose and Need of reducing traffic congestion. Commuter rail was a component of Alternative 4, but was evaluated in a separate document. The Utah Transit Authority is scheduled to begin construction of a commuter rail line between Salt Lake and Provo in 2008. This will help reduce vehicle miles travelled on I-15. Commuter rail was assumed in the No Build for this project, meaning that the traffic numbers presented in the FEIS assume commuter rail ridership.

Greenhouse Gases and Pollution Preservation-1: A discussion of greenhouse gasses should be included. Recent court cases suggest that EISs, even if they reduce emissions, should address this issue. Where possible, please

disclose any energy reduction efforts/technologies or other emission reduction strategies that have been, or could be considered for this project.

The Office of the Federal Environmental Executive released a new Executive Order on January 24, 2007 entitled, "Strengthening Federal Environmental, Energy, and Transportation Management" (EO 13423), which requires, among other things, that all federal agencies:

- Reduce energy intensity 30% by 2105
- Reduce Green House Gas Emissions through energy savings by 3% annually or 30% by 2105
- Build Performance: Construct or renovate buildings in accordance with sustainability strategies, including resource conservation, reduction, and use, citing; and indoor environmental quality.
http://ofee.gov/eo/eo13423_main.asp

The document should address these requirements where possible.

Response: A discussion of Greenhouse Gases and Global Climate Change, developed by the FHWA in coordination with the EPS, has been added as Section 3.19.4.7 to the Cumulative Impacts section.

D.1.3 Department of the Interior (January 29, 2008)

The Fish and Wildlife Service (FWS) has been a cooperating agency on this project and appreciates the early coordination with the Utah Department of Transportation (UDOT) and FHWA. The Department acknowledges that the upland and wetland wildlife habitat impacted by this project is in a relatively urbanized setting and that habitat quality adjacent to the existing highway is relatively low. Our recommendations are focused on helping UDOT avoid and minimize fish and wildlife-related impacts from this project, particularly in locations where there will be new impacts or there is potential for indirect impacts. We also recommend that UDOT take the opportunity to improve habitat such as: improving fish passage at stream crossings; installing bat roost structures under bridges; controlling invasive weeds replanting native species; and replacing riparian vegetation off-site if it must be removed for construction.

General Comment 1: The Department recommends that the FEIS expand the discussion of fish and wildlife resources mitigation measures (Section 2.15.4) and include specific recommendations below. We also recommend that the FEIS include a section describing the indirect effects of the project, particularly regarding the proposed new interchanges and frontage roads, on fish and wildlife resources (including wetland habitats).

Response: Responses to specific comments are included below.

Specific Comment 1: Page 2-23, Section 2.2.1.4, Bridges - Hobble Creek is an historic spawning stream for the June Sucker and as such has been identified for stream restoration activities by the June Sucker Recovery Implementation Program (JSRIP). The JSRIP is currently involved in restoration efforts on Hobble Creek west of I-15 and has identified the reach of the creek east of I-15 as suitable spawning habitat for the June Sucker. We recommend UDOT consider replacing the Hobble Creek culvert with a single span bridge. This would facilitate fish passage, reduce constriction of the creek, improve wildlife habitat connectivity, allow for the passage of stream bedload and woody debris, and contribute to the restoration of this stream.

Response: UDOT is coordinating with the Fish and Wildlife Service regarding the structure and/or other appropriate mitigation measures at Hobble Creek.

Specific Comment 2: Page 3-156, Section 3.1.2.2.5, Flooding - It appears in Figure 3.12-3 that the I-15 corridor also crosses the 100-year floodplain for the Provo River, Dry Creek, American Fork Creek, and Hobble Creek. Permanent structures in the floodplain should be minimized, and measures identified which would mitigate for impacts to floodwater conveyance. Bridges should be single-span and avoid mid-channel support structures.

Response: During final design of the Preferred Alternative, UDOT will undertake hydraulic modeling. These analyses will consider the final engineering of highway structures and drainage facilities across the floodplains, indicate the full extent of impact to the floodplains, and indicate appropriate drainage mitigation,

such as floodplain equalization culverts. UDOT will also comply with local floodplain ordinances and permits.

Specific Comment 3: Page 3-158 Section 3.12.2.6, Groundwater, Figure 3.12-4 - The source credited for this figure, Baskin et al., 2002, is not included by this name in the references. Instead, it is listed as "U.S. Geological Survey, 2002" on page R-xv. They are the same document. The correct link for this document is:

Response: The references have been updated.

Specific Comment 4: Page 3-168, Section 3.13.2.3, Riparian - How many acres of riparian vegetation will be removed? This question stands for the other vegetation types as well (wetland acreages are disclosed in the wetland section), but riparian habitats are the most rare and critical for fish and wildlife. We recommend a mitigation measure be included that states that riparian vegetation that must be removed will be replaced or enhanced with an equivalent acreage.

Response: The FEIS includes a calculation of impacts to riparian vegetation. It is presented in Section 3.13.2.3. The maximum amount of impact will range between 3.3 and 4.4 acres, depending on which option is chosen in the Provo/Orem Area. The Preferred Alternative would impact a maximum of 3.3 acres. The following mitigation measure was added to Section 3.13.5: Removal of riparian vegetation will be minimized, where possible. Vegetation along river corridors that are impacted by equipment or other construction activities will be replaced with a native cottonwood and willow complex.

Specific Comment 5: Page 3-169, Section 3.13.2.10, Invasive Species - Purple loosestrife does not require perennial open water. It is typically found in a wet meadow habitat.

Response: The sentence has been re-worded as suggested.

Specific Comment 6: Page 3-171, Section 3.13.5, Mitigation - The landscaping plan should clearly stipulate that revegetation activities will use only natives, or non-natives that will not naturalize. Further, we recommend that landscaping plans include vegetation which is suitable and attractive for pollinating insects. We support UDOT's intention, as stated in the DEIS (page 3-211), to avoid roadside vegetation planting that would be attractive to wildlife. Page 3-181, Section 3.14.4.3, North Utah County - An existing Army Corps of Engineers mitigation site exists in American Fork, north of I-15, at Mitchell Hollow Creek (immediately North of Mill Pond). This mitigation site would be impacted by the project.

Response: The following sentence was added to clarify as suggested. "UDOT will specify on I-15 construction contract documents that certified weed-free seed mixes used for landscaping and/or erosion control." UDOT and the COE are coordinating for mitigation of all wetland impacts as part of the 404 permit. The Army Corps of Engineers mitigation site in American Fork will not be impacted by the project.

Specific Comment 7: Page 3-183, Section 3.14.4.6, Indirect Impacts - Roads can have significant impact to water quality and the biological health of streams and wetlands. Given the high groundwater table, the proximity of wetlands, and the presence of Utah Lake as a 303(d)-listed waterbody (for nutrients and total suspended solids), we recommend a more extensive discussion on water quality mitigation measures that UDOT will employ for this project. Detention basins are certainly an important component, but detention does not remove all materials (e.g., salt, nutrients, pesticides/herbicides) that affect a wetland's functional value and its value for fish and wildlife habitat. Recognizing that the final stormwater mitigation measures have yet to be selected, we recommend that the FEIS include a more complete discussion of the methods which are determined to be most appropriate.

Response: See response to EPA (Water Quality 1 and 2).

Specific Comment 8: Page 3-183, Section 3.14.4.6, Indirect Impacts - Some of the options associated with the action alternative may have indirect effects on wetlands and wildlife habitat, as indicated in Section 3.1.2.4. For example, the frontage road options (Options A and B) through Provo & Orem would likely facilitate new development west of I-15 (e.g., at the new access at 2000 South). Another example, Option B of the American Fork Main Street exit,

"would likely result in pressure to redevelop existing agricultural and low density residential lands west of the interchange to commercial uses" (page 3-5). It is not clear from the DEIS what the current level of access is in these areas, what the current development plans are, and to what extent development in these areas will be facilitated by the new interchanges/frontage roads associated with this project. The FEIS should include an evaluation of the indirect impacts of this change in land use on fish and wildlife resources, including wetland habitats. The wildlife section at this time has no evaluation of indirect impacts and the wetlands section does not address this issue.

Response: The Preferred Alternative does not include the frontage roads. With regard to the rest of the comment, see response to EPA (Indirect Affects/Quality of Life/Smart Growth-1).

Specific Comment 9: Page 3-188, Table 3.15-1 - As of December 6, 2007, slender moonwort (*Botrychium lineare*) has been removed as a Candidate for listing under the Endangered Species Act.

Response: Slender moonwort has been removed from Table 3.15-1.

Specific Comment 10: Page 3-200, Section 3.15.2.2, Focused Special-Status Species Surveys - The DEIS states (lines 2-3) that all the potential Ute ladies'-tresses habitat sites were surveyed on eight days in 2006 but only one day, in 2007. Two years of surveys of each site is standard FWS protocol for this species. There is likely a good explanation for the difference, and clarification in the FEIS (as well as the Section 7 consultation) would be helpful.

Response: Section 3.15.2.2 was updated with the following information: Per letter from Ron Kass (dated September 25, 2007), Ute ladies'-tresses inventory was conducted during the last three weeks of August 2007. The inventory included visiting all potential orchid sites within the project study area provided by the wetland maps (at that time). No Ute ladies'-tresses were observed.

Follow up surveys are recommended for sites that have high potential occurrence. The following mitigation measure was added to Section 3.15.4: Coordinate with FWS prior to construction to determine if updated presence/absence surveys of Ute ladies'-tresses and additional Section 7 (of the Endangered Species Act) consultation may be warranted.

Specific Comment 11: Page 3-202, Section 3.15.2.3, River & Stream Riparian Habitat, Spanish Fork River – The June Sucker is not considered extirpated (line 19) from the Spanish Fork River. Individuals have been found in this river during spawning season in recent years. Also, hybrid June-Utah Suckers have been found in Spring Creek.

Response: The portion of the sentence stating that the June Sucker has been extirpated from the Spanish Fork drainage basin has been deleted. The sentence now reads: The Spanish Fork River historically contained spawning habitat for June Suckers and individuals have been found in this river during spawning season in recent years.

Specific Comment 12: Page 3-211 .3, Section 3.15.3, Impacts on Wildlife and Wildlife Habitats – Wildlife mitigation actions for the proposed project are listed as bullets. The public would benefit from a brief discussion of the proposed mitigation actions supported by any relevant studies, and how these are expected to minimize impacts on wildlife.

Response: Section 3.15.4 has been revised to include a discussion on how the BMP is expected to minimize impacts on wildlife.

Specific Comment 13: Page 3-211, Section 3.15.4, Mitigation - The DEIS states (lines 18-19) that preconstruction field surveys will be conducted to determine if the proposed build alternative could disturb active nests of migratory bird species, but does not state what action UDOT would take if there were active nests discovered in these surveys. We recommend the following measures to avoid impacts to migratory birds and to avoid potential construction delays:

- Time tree and shrub removal to occur during the non-nesting season (approximately September 1 -April 30). If this is not possible, conduct preconstruction surveys to determine whether active nests are present; active nests found the area should be left untouched until the young have fledged.

- Raptor nests within the range of disturbance of project activities (refer to the FWS Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances [2002]) will be surveyed prior to construction activity if the construction will occur during the nesting season. We recommend identifying nests prior to trees leafing out and surveying again after nesting has begun to determine which nests are active, and what species are utilizing them. If an active raptor nest is identified, UDOT will coordinate with FWS and/or UDWR to determine appropriate buffer distances and duration given the species and nest location.
- Reconstruction of existing bridges will be avoided during nesting season (approximately May - July) to avoid take of swallows. If bridge reconstruction must occur during this period, existing nests must be removed prior to nesting occurring, and deterrence devices (tarps, netting, or other methods such as Bird-X gel) should be employed to deter nesting.

Response: The suggested mitigation measures have been incorporated into Section 3.15.4.

Specific Comment 14: Page 3-211, Section 3.15.4, Mitigation - It is unclear why more preconstruction field surveys for Ute ladies'-tresses would be necessary (lines 20-21), given surveys have already been conducted, unless the construction is not funded and undertaken for many years in the future. We recommend that you coordinate with FWS at that time to determine if updated surveys may be warranted.

Response: The mitigation measure now reads: Coordinate with FWS prior to construction to determine if updated presence/absence surveys of Ute ladies'-tresses and additional Section 7 (of the Endangered Species Act) consultation may be warranted.

Specific Comment 15: Page 3-211, Section 3.15.4, Mitigation - As riparian habitats are rare and valuable for wildlife, we recommend UDOT commit to avoiding removal of riparian vegetation, including willow and cottonwood, where possible and mitigating for riparian vegetation that must be removed by replacing or enhancing with an equivalent riparian acreage.

Response: The following mitigation measures were added:

- Minimize removal of riparian vegetation, where possible. Replace vegetation along river corridors that are impacted by equipment or other construction activities with native riparian vegetation. Native riparian vegetation cuttings will be used, where appropriate, for revegetation rather than containerized stock.

Specific Comment 16: Page 3-211, Section 3.15.4, Mitigation - We recommend that avoidance and minimization measures and best management practices (including those developed in cooperation with the Utah Division of Wildlife Resources) be more fully described in this section.

Response: Section 3.15.4 has been revised to include updated mitigation commitments.

Specific Comment 17: Page 3-211, Section 3.15.4, Mitigation - Many bat species utilize bridges and culverts, particularly as natural roost structures are diminishing. We recommend UDOT consider opportunities to promote and encourage bat roosts under bridges (particularly over waterways) as a low-cost means of benefiting wildlife. The Utah Division of Wildlife Resources may also be helpful in this conservation effort.

Response: UDOT will coordinate with USFWS and the Utah Division of Wildlife Resources regarding bat roosts under I-15 bridges.

Specific Comment 18: We have found several Land and Water Conservation Fund (L&WCF) sites that could be impacted by this project. They are:

- 49-00335B-Smith Fields Park
- 49-003351- Utah Lake State Park
- 49-00360- Meadows Park

We recommend consultation with the official who administers the L&WCF Program in Utah to determine any potential conflicts with Section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended). This section states: "No property acquired or developed with assistance under this section shall, without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location."

Response: Section 4.7 of the FEIS has been updated with the following paragraph:

On February 12, 2008 the Grants Coordinator for the UDNR Division of Parks and Recreation was contacted in response to a comment received during the public comment period for the DEIS. The comment stated that three additional parks may be impacted by this project: Smith Fields Park, Utah Lake State Park, and Meadows Park. Discussion with the Grants Coordinator established that Santaquin Meadows Park, is located in Santaquin at 400 East 610 South, approximately 4.64 miles southeast of the South Payson interchange, the southern terminus of the project. More investigation determined that Smith Fields Park is located in Draper, approximately 0.29 miles east of I-15 and Utah Lake State Park is located in Provo, approximately 2 miles west of I-15, both outside the project study area. Based on this consultation, it was confirmed that no conversion of Section 6(f) properties will occur as a result of this project.

Specific Comment 19: Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources. We acknowledge that you have consulted with the Utah State Historic Preservation Office, and will be preparing a Memorandum of Agreement to minimize adverse effects to historic properties if needed.

Response: Comment noted.

D.1.4 June Sucker Recovery Program (DOI) (January 11, 2008)

Subject: Draft Environmental Impact Statement (DEIS), I-15 Corridor Utah County to Salt Lake County, (FHWA-UT-EIS-07-01-D); Project No. IM-NH-15-6(149)245E) Dear Mr. Machado: We have reviewed the subject DEIS and offer the following comment under the authority of the National Environmental Policy Act (42 USC 4332 (2) (c) (NEPA). As a Participating Partner in the June Sucker Recovery Implementation Program (JSRIP) our comments are focused on the evaluation of the impacts of the proposed project on the survival and recovery of the endangered June Sucker (*Chamistes liorus*) which exists naturally only in Utah Lake and currently is known to spawn in the Provo River.

In addition, our office is the lead agency for preparation of NEPA compliance documentation for plans by the JSRIP to restore aquatic and physical habitats in Hobble Creek (Springville, Utah County), a potential spawning tributary, to benefit the June Sucker. We recently completed the public scoping process for the project where we invited public comment on our conceptual restoration plans. UDOT has been invited to participate. For your information our concept for Hobble Creek habitat restoration are in the enclosure, which is presented at our scoping meeting.

Comment 1: Our goal is to re-establish June Sucker spawning in Hobble Creek as a necessary recovery action for the species. Your DEIS acknowledges that Hobble Creek may have been an historic June Sucker spawning stream. At present, Hobble Creek crosses I-15 through a culvert just south of the North Springville Exit (No. 261). The freeway is planned to expand to 4 general purpose traffic lanes plus an express lane, in each direction, for a total of 10 lanes at this location.

As you will note in the enclosure, we propose to improve the lowest reach of Hobble Creek from its Utah Lake terminus eastward to I-15. Our studies indicate that suitable spawning habitat exists in Hobble Creek east of I-15 which increases the importance of our Hobble Creek restoration plans. In part, our restoration project will facilitate

access by June Sucker for Utah Lake of these valuable spawning reaches. Our goal for Hobble Creek would be materially enhanced if FHWA/UDOT would consider replacing the existing Hobble Creek culvert through I-15 with an open-span bridge as part of the I-15 expansion. An open-span bridge would eliminate the existing culvert which potentially blocks fish passage and would allow a more natural Hobble Creek to reestablish in a manner favorable to June Sucker. We would appreciate the opportunity to discuss this issue with you further.

Response: UDOT is coordinating with the Fish and Wildlife Service regarding the structure and/or other appropriate mitigation measures at Hobble Creek.

Comment 2: Meanwhile, we have reviewed the pertinent sections of the DEIS that address the endangered June Sucker and we note that no direct impacts to the species are predicted (Table 3.15-2). We generally concur that the I-15 expansion as planned should not directly impact habitat of the June Sucker in Utah Lake, or the Provo River.

The potential for indirect impacts to the species is, however, indicated in the Table 3.15-2. However, we find no discussion of indirect impacts on fish and wildlife species, particularly the June Sucker, in the text of the DEIS. We recommend that indirect impacts be discussed in detail in section 3.15.3.2 in the final EIS.

We assume that indirect impacts could mean impacts during the construction of various bridge expansions, particularly over the Provo River. While Best Management Practices (BMPs) for bridge construction are mentioned in 3.15.3.2., they are not listed in the DEIS. We are confident FHWA/UDOT are very experienced in avoiding adverse impacts to water bodies during bridge construction and undoubtedly have developed advanced practices for such work. BMPs applicable to I-15 need to be included in the Final EIS.

Response: The direct/indirect impacts discussion is located in Section 3.15.3.2. The following indirect impacts were added to the section: Construction of I-15 may increase distribution and spread of noxious weeds and other invasive plants into adjacent native vegetation communities thereby reducing overall wildlife habitat quality. However, implementation of mitigation measures identified in Section 3.13.5 would ensure that construction activities would not introduce or spread invasive species in the study area.

Temporary indirect effects, such as habitat modification due to sedimentation, also have potential to occur during construction. If it is necessary to encroach on stream channels (including side channels), the placement of temporary cofferdams could temporarily increase sedimentation. BMPs applicable to bridge construction for I-15 have been added.

Comment 3: In order to minimize adverse indirect impacts on the endangered June Sucker, we recommend the following BMPs be adopted for bridge expansion work associated with this project:

- Bridge abutments should be constructed on uplands without need for encroachments into the stream channel (including side channels). Bridge should span the entire channel width without need for support in mid-channel. Avoid any blockage or construction activities in the active stream channels.
- If necessary to encroach on stream channels (including side channels), temporary cofferdams should be constructed to enclose construction activities to prevent escape of polluting sediment, oils, etc.
- Temporary silt fencing should be installed alongside channels, both up and downstream from construction sites, to prevent runoff of any sediment, construction water, cement and other pollutants into the stream channel, including side channels.
- If possible, confine construction activities to the August to March time period. We realize that this may not be possible with a project of this scope. However, these months are outside the spawning period of June Sucker in the Provo River, or other rivers, and would largely avoid any potential for adverse impacts on June Sucker in Utah Lake tributaries.

Response: The suggested BMPs were added to Section 3.15.4

Comment 4: Our feasibility studies (June Sucker Recovery Implementation Program, 2002 – Feasibility analysis of establishing an additional spawning location to benefit the endangered June Sucker, prepared by Bio-West, July 2002. 71pp+App) completed in 2002, recommended four Utah Lake tributaries for further consideration for habitat

restoration to benefit June Sucker (see enclosure). Two of these – American Fork River and Spanish Fork River – will be subject to bridge expansions associated with I-15. While our program continues to evaluate possible June Sucker use of these rivers, we are currently focused on Hobble Creek and have no plans at the present time to implement habitat improvements in these tributaries. Nevertheless, we recommend these other rivers be protected from adverse project impacts to the maximum extent possible during I-15 expansion by adopting the construction consideration listed above.

Response: Comment noted. UDOT/FHWA will keep this in consideration.

Comment 5: We note in the Table of Contents that Mitigation measures for wildlife impacts appear on page 3-211. However, we cannot find this page in the PDF version of the DEIS on your website. Please ensure that mitigation measures for fish and wildlife are clearly displayed in the Final EIS. For emphasis, we recommend that an appendix, or other separate section, be prepared that specifies all environmental and mitigation commitments that UDOT/FHWA intends to implement for this project.

Response: Additional mitigation measures have been added to Section 3.15.4. All commitments can be found in Appendix E.

Comment 6: We also note that UDOT/FHWA is preparing a Biological Assessment (BA), pursuant to the Federal Endangered Species Act, that will focus on project impacts to endangered and threatened species. While the DEIS contains generally adequate information on the June Sucker, the BA should describe and evaluate, in detail, the habitat, species biology and expected project impacts on all listed species, including the June Sucker. We request the opportunity to review and comment on the Biological Assessment when it is complete.

Response: The BA will be provided to FWS for review and comment.

In closing, you will note from our enclosure that one of our project purposes is to offer opportunities to partner agencies to provide other public benefit consistent with our need to facilitate June Sucker spawning in Hobble Creek. These might include offsetting environmental mitigation requirements. We would be willing to discuss such opportunities with FHWA/UDOT.

Thank you for your consideration of these comments.

D.2 State agencies

D.2.1 Utah Transit Authority (January 11, 2008)

UTA/UDOT structure and crossing coordination will be essential to the I-15 project where it crosses the future segments of Frontrunner as well as other railroad property owned by UTA including the former UPRR Tintic Industrial Lead and former UPRR Provo Industrial Lead. Roadway designs for the I-15 corridor should protect and preserve these railroad corridors including but not limited to the existing corridor widths and minimum envelope heights for future planned rail transit operations. UTA foresees that extensive coordination efforts will be required to ensure roadway design solutions that provide for placement of structural elements and crossing devices that are adequate for planned future rail transit operations. UTA anticipates high levels of coordination at the following crossing locations of I-15 and UTA owned rail rights-of-way:

- North Payson Interchange ~Station 580
- SR-164 Benjamin Interchange ~Station 705
- 7300 South Overpass ~Station 765
- Tintic Industrial Lead Overpass ~Station 825
- 400 North Overpass ~Station 850
- Spanish Fork Main Street ~Station 910
- I-15/Railroad Overpass ~Station 945

Response: UDOT will continue coordination with UTA on these issues.

Specific Comments

Comment 1: Options A and C of the American Fork Main Street Interchange as shown in this document would require users of the American Fork FrontRunner Station (as shown in UTA's FESR) to travel out of direction by distances ranging from 1.6 to over 3 miles.

- Option A is the least desirable for efficient access to the planned UTA FrontRunner Commuter Rail Station. This option maintains both the current alignment of American Main Street west of I-15 as well as the existing at-grade crossing the 7350 West (American Fork). With future residential development in the area and additional vehicular traffic along 1000 South (Lehi)/200 South (American Fork) from proposed improvements to that road, the at-grade crossing at 7350 West (American Fork) would be inadequate to handle the average daily traffic volumes.
- Option B as shown in this document represents the original design that was proposed by UTA and UDOT early in the I-15 EIS process. While this option is still UTA's preferred option because it represents the shortest driving distance from I-15 to the planned station location , UTA also recognizes that since the establishment of this option, environmental impacts have been identified related to agriculturally protected lands that have forced UDOT to consider other options. Option B as it is shown in this document also introduces an additional at-grade crossing to accommodate a connection between traffic moving between 1000 South (Lehi)/200 South (American Fork) and American Fork Main Street west of I-15. In order to have new at-grade crossings approved by UPRR and UTA the applicant for the closing typically is required to identify at least two existing at-grade crossings in relative close proximity to the proposed new crossing that can be permanently closed. This document has not indicated which existing crossings UDOT and FHWA intended to close in order to receive approval for the new crossing.
- Option C as shown in this document has the longest out of direction travel for rail commuters driving to the planned station from I-15. However, UTA is aware that there are two other separate ongoing UDOT environmental and design studies. One is the 1000 South (Lehi)/200 South (American Fork) widening from the interchange to Redwood Road in the west. The other project is the Vineyard Connector which is proposed to provide an arterial connection from Vineyard (the former Geneva Steel site) to the newly widened 1000 South/200 South. UTA staff has seen preliminary designs for the Vineyard Connector north of 1000 South/200 South that would provide a grade separated crossing of the UPRR/UTA tracks and ultimately connect to the American Fork Main Street Interchange Option 'C'. In light of these ongoing projects and potential designs, UTA would support Option 'C' as shown in this document. Again, extensive coordination efforts will be required to ensure roadway design solutions provide for placement of roadway structural elements and rail crossing devices that are adequate for planned future rail transit operations.

Response: UTA's support for Option C is noted. Option C is part of the Preferred Alternative in this area. UDOT will coordinate with UTA as the design progresses to provide for placement of roadway structural elements and rail crossing devices that are adequate for planned future rail transit operations.

Comment 2: Page 2-15, Alternative 4: I-15 Widening and Reconstruction, plus CRT- Please update to reflect the information included in the Provo to Salt Lake FrontRunner FESR. UTA's Current plan for operating schedule incorporated in UTA's FESR has FrontRunner trains operating every 15 minutes during the a.m. and p.m. peak hours (in peak direction), every 30 minutes during off-peak hours during the day, and every 60 minutes during the evening hours (7 p.m. to 11 p.m.) with hourly Saturday service.

Response: The operation schedule above has been added to the cited section.

Comment 3: The former UPRR Provo Industrial Lead railroad property currently extends from Salt Lake County into Utah County across the Point of the Mountain on the east side of the existing I-15 corridor. This railroad property is

not labeled in the DEIS as UTA property. Please label throughout including where it crosses under the I-15 alignment at station 2190 and 2105 as "UTA Owned Property".

Response: Comment noted, and the correction has been made.

Comment 4: The former UPRR Provo Industrial Lead property in the south Draper and northern Lehi area that will be potentially impacted by the I-15 project (approximately stations 2480 to 2410) was originally land grant property and was originally 200 feet in width (100 feet on either side of the existing rail centerline). Some of the potentially impacted property was purchased from UPRR for the original construction of I-15 in the 1960's. This transaction took place prior to UTA ownership. UTA uses UPRR valuation map data to indicate current ownership and land representing the property that was sold to UTA. The I-15 DEIS document says that the property information is unavailable for a portion of this area. UTA requests that UDOT coordinate with UTA to develop cooperative design resolutions and use the valuation maps to understand the property designations through this section of the study area.

Response: UDOT will coordinate with UTA to gather ownership information and to develop design solutions through this highly constrained section of the I-15 project corridor.

Comment 5: Former UPRR Provo Industrial Lead in northern Lehi crosses under the I-15 alignment in two locations within the limits of the I-15 project. Please coordinate with UTA to find design solutions that ensure roadway design solutions provide for the placement of structural elements and crossing devices that are adequate for future planned rail transit operations.

Response: UDOT will coordinate with UTA as the design progresses to ensure roadway design solutions provide for placement of roadway structural elements and rail crossing devices are adequate for planned future rail transit operations.

Comment 6: The drawings that show the tie-in of the new alignment of Minuteman drive to Highland Drive at 14600 South appear to illustrate a misalignment with UTA's double track structure on Highland Drive. Please adjust this design and coordinate with UTA to find design solutions that are adequate for future planned rail transit operations.

Response: Design has been adjusted so that the existing structure will not be impacted by the proposed design concept.

Comment 7: The proposed crossing structures at I-15 at approximate stations 2190 and 2105 will require UTA coordination to ensure design resolutions that protect and preserve existing corridor widths and minimum envelope heights for rail future planned rail transit operations.

Response: UDOT will coordinate with UTA as the design progresses to ensure roadway design solutions provide for placement of roadway structural elements and rail crossing devices are adequate for planned future rail transit operations.

Comment 8: The alignment of the proposed 800 South Interchange in Orem is located in close proximity to the planned Orem Intermodal Center. The Orem Intermodal Center is expected to serve the Provo to Salt Lake FrontRunner Commuter Rail, the Provo/Orem Bus Rapid Transit line, local bus service as well as park and ride capacity. The Intermodal Center as it has been proposed in UTA's Provo to Salt Lake FrontRunner FESR is intended to support dense mixed-use and transit oriented development. UTA is currently engaged in negotiations with Orem City and Utah State University to buy land for the development of the Intermodal Center. UTA feels that with inclusion of the access road (immediately west of the proposed railroad viaduct) the proposed 800 South Interchange serves the planned Intermodal site very well. The interchange provides UTA with additional access to the UVU campus for the UTA vehicles that will be required with the students, faculty and staff that will be arriving at the Intermodal Center. As the UTA staff looked at the proposed alignment of the 800 South Interchange they noticed that the alignment required partial land takings of a few residences along 800 South (east of Geneva Road and immediately north of the alignment). As UDOT begins to prepare the final design and property acquisition for this particular interchange, UTA

would appreciate the opportunity to coordinate with UDOT to find design solutions that may provide for the placement of structural elements that are adequate for future planned rail transit operations as well as any potential transit oriented development opportunities.

Response: The Preferred Alternative does not include an 800 South Interchange. UDOT will coordinate with UTA as the design progresses to ensure roadway design solutions provide for placement of roadway structural elements and rail crossing devices are adequate for planned future rail transit operations.

D.3 Cities

D.3.1 Lindon City (January 7, 2008)

General Comment: Lindon City is grateful for the efforts that have been made towards this project. We understand the need for the widening of the freeway - and desire to be a willing participant in the planning, design, and construction phases of the widening project.

Upon review of the document we found that the 'All American Gymnastics' building located at 95 South 1400 West (Western Coil Rd) - (but the road is identified incorrectly on the attached map as "100 South") is not identified as a taking - and does not show up on your air photos. The project shows this lot and another vacant lot as future detention basins. (Parcels numbers 29 and 165 on the tables provided in your EIS). Note that the maps also have some of the Lindon roads mislabeled.

Please note this mistake for parcel #165 as it is not a vacant parcel. If constructed as shown, there is a complete taking of a two-year old commercial building that now houses the All American Gymnastics building.

Response: The drawings have been updated to reflect the correct street names and the new "All American Gymnastics" building. The design has been updated to remove the proposed detention basin from the previously vacant parcel, thereby avoiding the All American Gymnastics building. UDOT will coordinate with Lindon City during the design process to stay informed as changes are made along the project corridor.

Of additional notice and concern are the following issues:

Comment 1: Landscaping of off-ramps: Lindon had previously invested a large amount of money and interest in the landscaping around the PG/Lindon off ramp. The proposed construction shows that it will eliminate much of this landscaping on the four corners of the off-ramp. The City desires to know if the landscaping will be replaced or repaired as much as possible under this project? Will landscaping of the 1600 North exit also occur? If there are no plans to landscape the off-ramps after construction, how can Lindon (and potentially Pleasant Grove and Orem) participate with UDOT to see that the off-ramps are re-landscaped (or newly landscaped) in a similar fashion?

Response: Landscaping strategies will be developed as the design progresses. UDOT will coordinate with Lindon and other stakeholders as landscaping plans are developed.

Comment 2: Lindon Heritage Trail under-crossing: The City currently has plans for the Lindon Heritage Trail to cross Geneva Road and then turn south along Geneva Rd to cross under the freeway and then head out towards Utah Lake. The City has purchased right-of-way on the west side of the freeway leading up to the overpass - and has a majority of the needed right-of-way on the east side of the freeway. It is critical for the trail project to ensure that the bridge structure for the I-15 crossing of Geneva Road is sufficiently widened to accommodate the trail under-crossing needs. The current proposal for the trail route will take it on the west side of the railroad tracks and under the freeway on the western most portion of the bridge structure.

We would be happy to have you meet with our project engineers to discuss this trail crossing need - but want to make sure it is on the record for the widening project so that the structure will consist of adequate width and design to accommodate the future trail crossing. Please contact us on this specific design issue.

Response: UDOT will coordinate with Lindon City and UTA to provide for the proposed Lindon Heritage Trail crossing at Geneva Road and I-15.

Comment 3: Pedestrian improvements at over-pass crossings: The City is interested to know if pedestrian accommodations (sidewalks or other) are being incorporated in the reconstructed over-passes at 200 South and 2000 West. The over-passes are currently very narrow and are not wide enough for safe pedestrian crossing in either direction. Please inform us of any proposed pedestrian improvements on the 200 South and 2000 West crossings - or if no improvements are planned, how they could be added to the project.

Response: Sidewalks are included in all proposed new crossings over or under I-15. Structures will be built to accommodate cross-sections as identified in the cities' proposed long range plans.

Thank you for your time and attention to these issues.

D.3.2 Saratoga Springs (January 8, 2008)

The City of Saratoga Springs recognizes the need for north/south mobility along the I-15 Corridor. Current residents of this area, and specifically of Saratoga Springs, anticipate the widening and reconstruction of the I-15 Corridor. This project will contribute to improving the congestion on existing roadways and assist in handling future transportation needs and growth in the region. This purpose of this letter is to outline the main points of the City's position on the Environmental Impact Statement (EIS) for the I-15 Corridor.

Comment 1: The No Build alternative is required to be evaluated as an alternative in the EIS and is also used as a basis for comparing the proposed build alternatives. The City has the following comments with regard to this alternative:

- A. Saratoga Springs is not in favor of this alternative. If nothing is done to the I-15 Corridor, the future transportation needs and growth in the region will not appropriately addressed.

Response: Comment noted

Comment 2: The I-15 Widening & Reconstruction alternative includes the widening of I-15; total reconstruction of 15 interchanges, including three options from the American Fork Main Street interchange; modification and improvements to seven interchanges; construction of one new interchange (North Lehi); and four different options in the Provo and Orem section of the I-15 Corridor that includes one potential new interchange (Orem 800 South) and a four-mile frontage road system. This proposal includes improvements to approximately 43 miles of I-15 in Utah and Salt Lake Counties. The project's southern terminus is the South Payson I-15 interchange in the City of Payson; its northern terminus is the 12300 South I-15 interchange in the City of Draper.

The City has the following comments with regard to the American Fork Main Street Interchanges:

- A. The City is in favor of this interchange, as well as the I-15 Widening & Reconstruction alternative as it is an address future transportation and growth with the region.

Response: Comment noted

- B. The City is in support of the East-West Connector and the 2009-2011 timeline for construction and completion of this important corridor. The City is also in support of the 2011 commencement for improvement to the I-15 Corridor, as this allow for completion of the East-West Connector.

Response: Comment noted. The comment regarding the East-West Connector has been forwarded to their team.

- C. The proposed East-West Connector is vital to the current and future transportation needs of Saratoga Springs. The American Fork Main Street interchange is the last piece to this important corridor.

Response: This comment has been passed along to the East-West Connector team.

Thank you for the opportunity to review and comment on the EIS for this important transportation corridor. The City anxiously anticipates the completion of these important roadways and the positive impacts they will have on the community and region. Please feel free to contact the City with questions on this letter, or for assistance on any other matter. Sincerely, Timothy L. Parker Mayor, City of Saratoga Springs

D.3.3 Payson City (January 2, 2008)

Dear Mr. Machado, Payson City has received a copy of the subject study and appreciates the opportunity to review and comment on the document. After review of the document, we concur with the proposed I-15 widening through Payson City and the improvements to the South Payson Interchange Exit 248. However, we have serious concerns about the proposed improvements for the North Payson Interchange Exit 250. As you are aware, most cities in Utah, and particularly cities the size of Payson, struggle to meet the financial demands required to maintain and operate the city. We rely heavily on the tax base that is generated from retail sales. Freeway interchanges are ideal locations for retail businesses because of visibility, accessibility to the traveling public. And the associated high traffic volumes. Because these interchanges are so valuable for retail businesses the accessibility must be such that motorists will not be unduly delayed or burdened in accessing them. Payson City feels that as proposed the improvements to the North Payson Interchange will significantly hamper the economic viability of the area because of the following reasons:

Comment 1: Impacts to existing businesses are very significant. There are four businesses that would be totally eliminated with this proposal; the Chevron Gas Station, Subway, Calvin Blohm Insurance Agency, and Payson Diesel. Four other businesses will have their existing access reduced or eliminated; Payson Market, McDonalds, Rite-Aid, and Comfort Inn. Access to the Flying J Fuel and Truck Stop will be much more difficult to reach by truckers and most likely will result in closure of the business. Tax revenue provided to Payson City from these businesses last year was nearly \$82,000.

Response: Comment noted. Please see comment response 4 below.

Comment 2: With the freeway at ground level and Main Street elevated over the freeway, accessing businesses cannot occur until the motorist have traveled a considerable distance off the interchange, then down the elevated portion of Main Street both on the south and north sides of I-15. This greatly reduces the viability of the existing businesses as discussed in paragraph 1 but also limits future businesses from locating on the vacant parcels surrounding the interchange.

Response: Comment noted. Please see comment response 4 below

Comment 3: Payson City has planned and recently improved 600 North street as a major east/west collector for traffic. As proposed, the connection of Main street back into the original alignment is south of 600 north and will not facilitate using 600 North as a major collector street.

Response: The connection between 600 North and Payson Main Street has been illustrated in the Volume II plan sheets.

Comment 4: These concerns are not new and have been expressed to the DIES team as they have met with Payson City Development Staff on at least two different occasions. It is our request that additional design scenarios be created for review that will facilitate both traffic and economic development for the North Payson Interchange. We feel that the freeway interchange should be designed with the freeway elevated over Main Street to facilitate accessibility to businesses. We would hope that you would be mindful of our concerns and work to provide a solution that is acceptable to all parties involved. If you would like to discuss our concerns further, please contact Rich Nelson, City Manager at (801) 465-5207. Sincerely, Burtis Bills, Mayor

Response: The I-15 team has met with Payson City throughout the development of an interchange design. After the public comment period, the I-15 team met with Payson City officials. The I-15 team is currently

studying refinements of the location of interchange components and their potential impacts. UDOT will continue to work with Payson City and the affected businesses on the interchange configuration.

D.3.4 Draper City (December 12, 2007)

To Whom It May Concern, The Draper City Parks, Trails, and Recreation Committee appreciates the opportunity to review and comment on the draft Environmental Impact Study for the I-15 Corridor. The Draper City parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South Interchange, a bike lane on 14600 South and the east frontage road, and a multi-use trail parallel to the UTA railroad right of way and east frontage road as the Point of the Mountain. All three facilities are of regional significance. The proposed multi-use trail crossing of I-15 will connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline Trail planned on the west bench. This trail link is also identified on the master plans of Bluffdale City and Salt Lake County. It is our understanding that a Single Point Interchange is planned at 14600 South, which we feel is not conducive to a multi-use trail use. We therefore recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the 14600 South Interchange. Currently, 14600 South and the east frontage roads are heavily used by commuter and recreational road bicyclist. The east frontage road serves as an important link between the two counties, while 14600 South serves as an important link between existing bicycle routes on both sides of I-15. These bike lanes are also identified on the Wasatch Front Regional Council's Bike Plan. We recommend that these streets accommodate bike lanes in each direction. The proposed multi-use trail parallel to the Utah Transit Authority railroad right of way and east frontage road at the Point of the Mountain will provide a link from the existing Porter Rockwell Trail, which currently extends north in Sandy City, to the proposed Murdock Canal Trail in Utah County, which is planned to the mouth of Provo Canyon. The trail is also identified on the master plans of Salt Lake County, Lehi City, and Mountainland Association of Governments. We recommend that any widening of I-15 and reconstruction of the east frontage road accommodates a safe trail corridor. We are aware of the request of the Draper City mayor and council regarding a road bridge crossing of I-15 at 13800 South. We also support this crossing, as it would also provide much needed pedestrian and bicycle access across the freeway in this area. We appreciate your consideration of our concerns and would be available for any further review and comment that you may need on this project.

Response: During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the Point of the Mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.

D.3.5 Orem City (January 10, 2008)

The City of Orem sent two letters, with the second adding further detail on the points summarized from the first letter, below. For full details of the Orem City comments, please refer to Section D.7.

Comment 1: Many of the I-15 over/under street crossings may not be wide enough to accommodate Orem City's desired future right-of-way widths as adopted by our City Council.

Response: All proposed crossings will be coordinated with Orem City to ensure that structures can accommodate roadway widths as adopted by the Orem City Council.

Comment 2: We would like to explore an overpass versus an underpass option with the proposed 1200 North roadway crossing.

Response: Preliminary design concepts have identified the proposed crossing at 1200 North as crossing over a lowered I-15. UDOT will coordinate with Orem city as the design progresses.

Comment 3: We support full sound walls along the I-15 corridor AND the frontage roads.

Response: Comment noted.

Comment 4: We support Alternative 4, Option A (800 South Interchange and Frontage Road System). However, we would like a slip ramp to UVSC crossing under University Parkway connecting to the southern end of the campus drive.

Response: Option A in the Provo/Orem area is no longer part of the Preferred Alternative.

Comment 5: The new 800 South Interchange alignment west of I-15 needs to be shifted further north in order to provide additional parking stalls for the proposed Intermodal Center.

Response: See response to UTA Comment 8.

Comment 6: We request that UDOT provide a relocated railroad crossing for access to the properties along 800 South between the railroad tracks and the west side of I-15 corridor. We would like the relocated crossing to connect at the northern portion of the proposed Intermodal Center site.

Response: Design concepts will be closely coordinated with Orem City and UTA as the design progresses, to ensure roadway design solutions provide for placement of roadway structural elements and rail crossing devices are adequate for planned future rail transit operations.

Comment 7: We have concerns about the skewed angle of the proposed 1200 West realignment at Center Street, the new residential street connections south of Center Street on 1200 West, and the alignment of Center Street west of I-15. We would like to explore a more southern alignment shift of Center Street west of I-15 so the northern properties, including but not limited to 231, 156 and 108, are less impacted by the reconstruction of the interchange.

Response: The most current design concept at Center Street and the realigned 1200 West intersection has a reduced skew. The alignment of Center Street west of I-15 has been shifted further south to reduce impacts and the potential relocation of several businesses.

Comment 8: We have concerns about the 2000 South connections with the proposed frontage road system being too close to the two existing at-grade railroad crossings west of I-15. We would like to explore grade separated railroad crossing options with UDOT.

Response: This comment refers to designs that are no longer part of the Preferred Alternative.

Comment 9: We would like UDOT to reconsider the location of the frontage road access point on Sandhill Road by possibly moving it further to the north.

Response: This comment refers to designs that are no longer part of the Preferred Alternative.

Comment 10: Please clarify the future 2030 traffic volumes for Alternative 1 (No-Build) and Alternative 4, Options A, B, C, and D that are presented in Chapter 2, Sections 2.4 and 2.5. It also appears that future 2030 traffic volumes for Sandhill Road are missing from the report. Please provide future 2030 Alternative 1 (No-Build) and Alternative 4, Options A, B, C and D traffic volumes for Sandhill Road from 1740 North to University Parkway.

Response: Between the DEIS and the FEIS, traffic modeling was updated to Version 6.0 of the WFRC/MAG model, and Chapter 2 has been updated. Volumes for Sandhill Road were not provided, because those data were not included in the traffic analysis. UDOT will continue to work with Orem City through subsequent phases of the project.

D.3.6 Lehi City (January 8, 2008)

Upon review of the I-15 Draft Environmental Impact Statement (“DEIS”), the Mayor and Council of Lehi City would like to submit the following comments and recommendations for your consideration. We recognize that with the reconstruction of I-15 there is an opportunity to improve access and mobility across the freeway at various locations in our community. While we are supportive of Alternative 4, we would like to make the following recommendations with respect to the following issues as they relate to future reconstruction and improvements of I-15 as anticipated in the I-15 DEIS Study. We believe they will add necessary attributes and improvements to Alternative 4 and must be included:

Comment 1: We recommend a new underpass be constructed at 2300 W. This would allow 2300 W to continue north of I-15 and connect to 3200 N and eventually SR-92 and would facilitate north south movement in the area without channeling traffic through the SR-92 or 1200 W freeway interchanges. This proposed underpass is not shown on our current Lehi City Master Transportation Plan, but was an idea that was brought up in the January 2007 Transportation Summit that was held at MAG.

Response: Since the proposed crossing does not meet the purpose and need of this particular project, it will not be constructed with this project. UDOT recommends that the crossing goes over I-15, and is studied as part of the 2300 West environmental document.

Comment 2: The DEIS shows the construction of a new interchange in north Lehi, north of the existing SR-92 interchange. We support an interchange in this vicinity, but believe this new interchange would function best at 4800 N, with a separate underpass at the future Frank Ghery project site, because it would allow better spacing between the existing SR-92 interchange and the new interchange. Therefore, we recommend that a new underpass be added in conjunction with this new interchange.

Response: An interchange at 4800 North is not a part of this project. The I-15 team will coordinate with the Mountain View Corridor Project regarding any potential interchange.

Comment 3: We recommend that the following existing I-15 crossings be widened/expanded as follows, as per the current adopted Lehi City Master Transportation Plan:

- 600 E overpass needs to be widened to accommodate our master planned road size of 600 E of 40 feet of asphalt with 6 foot sidewalks.
- 100 E underpass needs to be widened to accommodate our master planned road size for 100 E of 38 feet of asphalt and 32 foot overall ROW width.
- 300 W underpass needs to be widened to accommodate our master planned road size for 300 W of 48 feet of asphalt and 70 foot overall ROW width.

Response: All proposed crossings will be built to accommodate roadway widths as identified in Lehi City's Master Transportation Plan.

Comment 4: We recommend a new pedestrian underpass where I-15 crosses Dry Creek that would accommodate a 10 foot wide trail and the stream channel. The City has a Master Planned trail and linear park system along Dry Creek. An underpass would allow the trail to continue along the creek without major rerouting along surface streets to get across I-15 and would preserve a critical link for the linear park system from east to west across I-15. In order for the pedestrian underpass to be usable and safe, we recommend that the total width of the underpass structure, including the area for the trail and the stream channel, be at least 30 feet wide.

Response: The Preferred Alternative includes the accommodation of a proposed pedestrian crossing at Dry Creek. Lehi City will be responsible for construction of the trail leading up to the proposed crossing. Coordination will take place between UDOT and Lehi City as the design progresses.

Comment 5: The Utah County trail master plan recommends a trail crossing of I-15 to connect the Murdock Canal Trail to the Jordan River Parkway somewhere north of SR-92 (final location has not been determined).

Response: UDOT has proposed a grade separated trail crossing south of the 14600 South interchange in Draper City that will connect to the trail network.

Comment 6: Lehi City and MAG are planning for a regional trail (Historic Southern Rail Trail) along the rail corridor owned by UTA. This 10 foot wide asphalt trail is currently being planned from the Lehi/American Fork boundary to the point of the mountain where it will continue north into Salt Lake County. A study is currently underway for the environmental and preliminary design of this trail. In order to accommodate this 10 foot wide trail, we recommend the existing I-15 underpass at US-89 be widened. This trail also needs to be considered with the widening of I-15 and reconstruction of the east frontage road at the point of the mountain to allow a safe trail corridor.

Response: UDOT's current design concept accommodates the proposed trail along a portion of the east frontage road where the east frontage road is proposed to be relocated as a result of the widening of I-15 at the point of the mountain. UDOT will coordinate with UTA, Lehi City, Draper City and MAG as the design progresses.

Comment 7: Despite the reference to the "planned" Mountain View Corridor on page 2-39, which is premature, the interchange located at 2100 N should be sized to accommodate traffic only from a primary arterial, per the Lehi City Transportation Master Plan. It should be noted that most of the information above regarding under and overpass structures was included in memos sent by our City Staff to the I-15 EIS team on March 29, 2007 and again on October 31, 2007.

Response: Comment noted

Comment 8: With respect to the East-West Connector road in Lehi that will tie into I-15 at the American Fork Main Street interchange, we recommend that the width of the East-West Connector be expanded to a six travel-lane section from I-15 to 300 E. There are several other arterial and collector class roads that will be feeding into the East-West connector between 300 E and I-15 including 700 S, 1900S and 850 E. It is our opinion that these connecting roadways will generate a significant additional amount of traffic volume on the East-West Connector, and that a wider six travel-lane section through this area will be needed.

Response: UDOT's current design concepts include a 6-lane section between I-15 and 300 East.

Comment 9: The draft EIS shows three alternatives for the American Fork Main Street interchange. It is our opinion that if the environmental conditions that exist with option B are able to be resolved, it would be the best option (this option shows the East-West Connector Road extending straight east into American Fork on 200 S and connecting into a SPUI with combined railroad overpass structure adjacent to the SPUI).

Response: The Preferred Alternative in this area includes Option C. It has been refined since the DEIS to reduce environmental impacts.

Comment 10: The City has been working with UDOT on a possible location for the Mountain View Corridor to connect to I-15 at 4800 N. The City strongly supports this option, but there would need to be a separate underpass installed somewhere south of the 4800 N interchange as we have noted previously in our comments above. This new underpass would be needed to support local traffic between the Traverse Mountain and Frank Ghery projects and the west side of the freeway and also to provide for a trail connection from the Murdock Canal Trail to the Jordan River Parkway.

Response: Comment noted.

Thank you for allowing us an opportunity to comment on the draft I-15 EIS Study. We recognize the significance and need for the widening and other improvements that are planned for the I-15 corridor, and appreciate the efforts of the I-15 EIS team to move this project forward. Sincerely, Mayor Howard H. Johnson.

D.3.7 Provo City (December 13, 2007)

Lewis K. Billings, Mayor George O. Stewart, Municipal Council Chair Provo City Corporation

Re: Comments from the Provo City Administration and Municipal Council regarding proposed Widening of I-15 through Provo City Limits.

Gentlemen: During the last several months, Provo City has taken the opportunity to carefully review the alternatives proposed for improving capacity and function of I-15 through Utah County and more specifically through the boundaries of our City. In our estimation, the Project Design Team has done an excellent job in coordinating not only the state-wide needs and issues, but also the needs of the various local jurisdictions along the affected corridor. The website provided by project planners was especially useful and helpful as we sought to understand and evaluate the various proposals. The time project planners were willing to spend with us in responding to our questions and issues was also most helpful and appreciated.

I-15 has been a significant transportation corridor and benefit to all of the cities in Utah County for the past 50 years, but has also created a significant barrier for transportation access to both sides of those cities divided when it was constructed. In order to provide for City traffic circulation in the future and to accommodate the continuing increases in traffic volumes and congestion, the following items are a necessity for the plan to be successful:

Comment 1: FRONTEAGE ROAD SYSTEM – We feel that the frontage road concept is extremely important in aiding and expediting traffic, not only onto the Interstate north and south, but to help facilitate east and west traffic movement in the City. With the connection of our collector and arterial roads to the frontage road system, we will be provided with quicker and more efficient access to underpasses along the freeway. We feel the frontage road system will provide more immediate access to many residential neighborhoods along its frontage with our boundaries and eliminate much of the cross traffic that is currently traversing our cities north and south to a very limited number of interchanges. It will also eliminate traffic that uses the I-15 corridor now as a collector, thus congesting the main line. This will aid in dispersing our traffic to the Interstate without unduly concentrating it in sensitive areas. We strongly urge the adoption of the “Frontage Road System.” We would have preferred the Frontage Road System to continue through the University Avenue Interchange, but we recognize the significant expense that would involve through encroachment into adjacent developments along this section. The 500 West Underpass will help alleviate some of this need which will be addressed later in this review.

Response: The Joint Lead Agencies have selected a Preferred Alternative that includes Option D in the Provo/Orem area. This does not include frontage roads. Options A and B, which do include frontage roads, present the most environmental impacts. Please see the comments from the United States Army Corps of Engineers and the Environmental Protection Agency, and the responses, in Section D.1.1 and D.1.2

Comment 2: CENTER STREET INTERCHANGE – We feel that a Single Point Urban Interchange will be necessary for an efficient transfer of transportation between I-15 and our City road network. The current design for the Single Point Urban Interchange as shown on the plans will not accomplish this goal. The SPUI as shown has three signalized intersections which will be very difficult to coordinate and cause additional future unneeded congestion. We would like to see the frontage road concept taken through the interchange with either braided ramps or some other means in order to eliminate two of the signalized intersections. We have noted the comment on Option B that indicates further design will need to be done on this interchange and we support this effort.

Response: The frontage road concept is not part of the Preferred Alternative (see response to Provo Comment 1). Although the Preferred does include a SPUI, the three signalized intersections are no longer being considered.

Comment 3: CENTER STREET VIADUCT REPLACEMENT – As shown on all of the interchange drawings, the Center Street Viaduct will be replaced and significantly widened. This viaduct needs to be replaced as shown. Our

opinion is that this facility should be increased to a seven lane design in order to accommodate the east-west flow that currently exists today and to meet future growth on the west side including the airport.

Response: The Center Street Viaduct will be replaced with I-15 Widening and Reconstruction. At this time, design shows seven lanes (six-lanes and a median).

Comment 4: 500 WEST UNDERPASS – The 500 West Underpass is needed to accommodate our restricted east-west flow. When I-15 is widened it is likely that the existing frontage road, on the west side, will be narrowed or eliminated. 500 West must connect both sides that have been separated since the original construction I-15 in the 1960's. We fully support this concept and commend the I-15 Team for their consideration.

Response: An underpass at 500 West in Provo is a part of the Preferred Alternative.

Comment 5: UNIVERSITY AVENUE INTERCHANGE (WESTERN LEG) – As the I-15 Design Team is aware, Provo City's and MAG's long-range plan include a highway from the University Avenue Interchange to the Provo City Airport. This highway will intercept five or six collector and arterial roads on our west side. We recognize that the environmental issues are being addressed in a separate Environmental Impact Statement for the Westside Connector, but emphasize that when this study is completed and assuming the preferred option could be a connection to the University Avenue Interchange, Provo would like this connection included in your plans as final design and funding are arranged for I-15.

Response: UDOT will coordinate final design with all other appropriate projects.

Comment 6: REALIGNMENT OF 820 NORTH INTERSECTION GENEVA ROAD – In order to provide Frontage Road access with reasonable grades over the railroad north of 820 North it was determined by the Design Team that the 820 North connection needs to be relocated with an 'S' Bend connecting to 620 North at Geneva Road rather than the current 820 North at Geneva Road. The 820 North Underpass will be eliminated. The 820 North alignment at Geneva Road is undesirable for an intersection and we commend the Design Team for their approach since the west leg of that intersection goes directly into a residential local road. In addition to providing frontage road access and reasonable grades over the railroad, this also connects two important arterial roads on our master Plan for much better traffic circulation. Provo City supports this concept and would like to see it continue through the final development of the project.

Response: The re-alignment of 820 North has been included in the Preferred Alternative.

IN SUMMARY – As we have evaluated the four options that have been presented to this point in the Draft Environmental Impact Statement, Provo City's preference is Option B which includes the "Frontage Road," the Center Street Viaduct replacement and widening, the SPUI at Center Street and I-15, the 500 West Underpass under I-15, and the relocation of 820 North Geneva Road Intersection to 620 North with the following exceptions. The Single Point Urban Interchange that is currently conceptual only, needs to be redesigned to accommodate a single signalized intersection without the signalized intersections as shown where the frontage roads join. A notation on the drawings that indicates at University Avenue Interchange, a west leg to the Airport is currently being studied and if a viable and acceptable environmental alternative is chosen, it will be included in the I-15 plan during final design and construction. Also we feel that the Center Street Viaduct in its current five-lane concept will be inadequate for our future needs and recommend that a seven-lane alternative be adopted. We commend the I-15 Design Team for their immense efforts in putting together a very comprehensive study of the needs and impact to the Utah County area and Provo City specifically. We have appreciated your willingness to include our needs and interconnections through this process. We look forward to an efficient and well designed I-15 Corridor through our County, recognizing this as the most important corridor in our region. Sincerely yours, PROVO CITY CORPORATION Lewis K. Billings, Mayor George O. Stewart, Municipal Council Chair

D.3.8 American Fork Public Works (January 8, 2008)

Recently, in conjunction with the I-15 reconstruction Environmental Impact Statement, the City of American Fork contracted Hales Engineering to provide a traffic study and recommendations for the West Main Street Interchange. In the process of that review, Hales Engineering identified the forecasted traffic for the interchange within the 20-year design window of 45,000 vehicles per day as per information provided by Parsons Brinkerhoff (PB). The City acknowledges that the Interstate and Interchange system fall under the purview of the Utah Department of Transportation; however, as the interchange will greatly affect the function of the adjacent City streets within the blossoming commercial areas. The City is concerned that the traffic congestion on the interchange not cause the intersections on the adjacent City streets to lapse into failure. As such, below are a few points that we would like to discuss further with UDOT relative to the interchange as the designs continue to progress.

- Adequate lane configuration crossing the interchange: It appears from the concept drawings in the EIS that there are only two through lanes in each direction across the interchange. It is our understanding from our traffic consultants that to pass 45,000 vehicles per day at a Level of Service 'D' a configuration with three through lanes in each direction will be required. Previously the City's understanding has been that the section would include 7 travel lanes.
- Adequate turning pockets and ramp metering queues: We recognize that this level of examination may not have been completed at this point; however, we would like to ensure that the anticipated peak hour queues in the interchange traffic do not extend into the adjacent City intersections.
- Vineyard Connector: It is our understanding that Vineyard Connector traffic is not included in the 45,000 VPD that has been modeled for the I-15 project. We understand the current project volumes of the Vineyard Connector to be 30,000 ~ 40,000 VPD. We have some concern in regards to the effect of this additional traffic burden on the level of service of the interchange.
- Signalization of the adjacent City Streets and the Front Runner access road: We would like to discuss the anticipated signalization of the adjacent City streets and other UDOT access management restrictions in the area to allow us to adequately plan the City facilities and to correctly direct development in the area.
- ITS Interconnect: We assume that the new signals will be incorporated into the existing UDOT sponsored signal interconnect system that is in place within the city.

We recognize the immense effort that a reconstruction plan with the magnitude of I-15 represents an praise UDOT's efforts in keeping the communities involved in the decision making process. Thank you for all your help and cooperation with the City. We look forward to continue working together toward successful transportation solutions. Please contact us if you have any questions about our comments.

Response: On March 11, 2008, UDOT met with American Fork City and American Fork City Public Works officials to discuss the Main Street interchange and the comments raised in their letter. During the meeting, participants discussed traffic volumes, lane configuration and other design issues. UDOT continues to coordinate with American Fork on these issues.

D.4 Municipal Planning Organizations

D.4.1 Mountainland Metropolitan Planning Organization (December 18, 2007)

RE: Mountainland Metropolitan Planning Organization Official Comment on the I-15 Corridor

To Whom It May Concern: Please accept this letter as the Mountainland Metropolitan Planning Organization's (MMPO) official comment on the I-15 Corridor Draft Environmental Impact Statement. We feel it is important to assure that the final alignment meets the Purpose and Need of the study.

Comment 1: The reconstruction of I-15 is consistent with the Mountainland Metropolitan Planning Organization's Regional Transportation Plan (RTP).

Response: Comment noted

Comment 2: The MMPO supports Provo City's request to have a Single-Point Urban Interchange built at Center Street and I-15.

Response: Comment noted.

Comment 3: The MMPO also requests a design for the Orem 800 South interchange that reduces the impact on developable land near the inter-modal center on the west side of I-15.

Response: The Preferred Alternative through the Provo/Orem area includes Option D, which includes a flyover at University Parkway, and a roundabout. Please see responses to UTA Comment 8 and Orem Comment 5.

Comment 4: Additionally, the MMPO encourages full cooperation with American Fork City in the design of the Main Street interchange to ensure compatibility with the City's General Plan.

Response: UDOT and the I-15 team will continue to coordinate with American Fork. The design presented in Option C is a direct result of past coordination.

As always, the MMPO will support the final alignment as identified by the Federal Highway Administration in the Final Environmental Impact Statement and will amend our RTP if need. Thank you for the opportunity to comment.

Sincerely, Mayor Jerry Washburn, Chair, Regional Planning Committee, Mountainland Metropolitan Planning Organization

D.4.2 Wasatch Front Regional Council (January 11, 2008)

Comment 1: The 1-hour ozone standard was revoked in June of 2005. SL County was formerly a non-attainment area under the 1-hour ozone standard. SL and UT counties have always been in attainment of the current 8-hour ozone standard. A revision to the 8-hour standard has been proposed but it is not yet in place and there is still some uncertainty what the standard will be. It is appropriate to address ozone in the EIS since it will still be an issue for air quality, but the discussion should be in the context of the proposed standard revision not the old 1-hour standard that no longer applies or the current 8-hour standard which is being attained. Table 3.8-2 should be revised to show that SL County is in an attainment area for the current ozone standard.

Response: Correction was made in Table 3.8-1 regarding ozone attainment status. Text was added to Section 3.8.1.3 to discuss the implications of the upcoming revision of the ozone NAAQS and the possible re-designation to an ozone nonattainment area.

Comment 2: A new standard for PM_{2.5} is in effect and this should be addressed in all sections of the air quality discussion along with the various other criteria pollutants that are addressed. EPA final designations have yet to be made but all indications are that the Wasatch Front counties will be non-attainment for PM_{2.5} at the new 35ug/m³ standard. Where PM_{2.5} is addressed it would be helpful to give these sections a separate heading or section number as appropriate rather than combining PM_{2.5} with the PM₁₀ discussion. This will assist reviewers who might otherwise mistakenly conclude that PM_{2.5} was not addressed.

Response: Discussions of regional PM_{2.5} impacts and localized PM_{2.5} hot-spots have been placed into header sections dedicated to PM_{2.5}. These Sections are included under 3.8.5.1 and 3.8.5.4.

Comment 3: The most recent WFRC conformity analysis was prepared in 2007 and is available on the website. There are a number of citations to WFRC's 2006 conformity analysis. The EIS should reflect the more recent date and the latest data from the 2007 analysis.

Response: The document was revised to refer to the most recent 2007 analysis.

D.5 Public Comment

Over 470 comments were received and are presented in the spreadsheet below. Some common comments can be addressed here.

D.5.1 *Comments on Frontage Roads in Provo/Orem*

Most of the comments received during the public comment period concerned frontage roads. Federal agencies made comments, discussed above. During the public comment period, Kay Van Buren, a Chairperson for the Grandview Hill Neighborhood association in Provo, expressed concern over the Provo/Orem options that include frontage roads (Options A and B). At Grandview's request, members of the I-15 team attended a neighborhood meeting at Westridge Elementary School on January 9th, 2008, to describe and explain the four options in the Provo/Orem area, and to answer any questions resident's might raise.

Response: UDOT has decided to proceed in preparing the FEIS with 'Option D' as the Preferred Option in the Provo/Orem area. 'Option D' consists of a flyover for the I-15 southbound exit to University Parkway eastbound, a direct connection to UVSC from the I-15 northbound exit at University Parkway, and total reconstruction of the Provo Center Street interchange. 820 North in Provo will be re-aligned further south. The decision to select 'Option D' as the Preferred Option in the Provo/Orem area is based upon comments received from federal and state agencies, local governments, and the general public; and the needs along the I-15 Corridor, while minimizing environmental impacts. A detailed explanation and discussion of the impacts will be included in the FEIS. A final decision will not be made until approval of the FEIS and the Record of Decision (ROD) is signed by the Federal Highway Administration (FHWA).

D.5.2 *Orem 800 South Interchange Comments*

A number of public comments expressed concern over the proposed interchange at Orem 800 South. On the east side of I-15 these concerns included noise, traffic and visual impacts. A neighborhood meeting was held with citizens from the neighborhood on March 11, 2008. On the west side of the highway, comments addressed the proposed alignment of 800 South to Geneva Road.

Response: The Preferred Alternative does not include a new interchange at Orem 800 South. Therefore, there will be no re-alignment of 800 South to Geneva Road as a part of this project.

D.5.3 *Sound/Noise Wall Comments*

A number of individuals, especially in Spanish Fork and Provo/Orem, offered comment on sound walls.

Response: The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information. UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.

D.5.4 *Orem 1200 West*

Residents of the Deerfield subdivision in Orem expressed concern over the proposed re-alignment of 1200 West near Center Street. Their concerns focus on traffic bypassing Center Street through their neighborhood.

Response: Orem 1200 West has been re-designed since the DEIS, and the current design is presented in Volume II. The current design prevents access through the neighborhood. The final decision will have to be approved by the City of Orem.

D.6 Comment Matrix

PUBLIC COMMENT IDENTIFICATION MATRIX

The following is an alphabetical listing, by last name or title with corresponding comment number, of all comments received during the DEIS comment period. Complete comments and responses are located in the table following this matrix.

Last Name	First Name	Comment #
680 South Orem Neighborhood	680 South Orem Neighborhood	384
Adams	Gerald L	272
Aldrich Jr	Jon	414
Allen & Eddy	Hal J & Mark D	470
Allphin	Don	425
Allred	Neal and Cassie	28
Allred	Daken	423
Allred	Ruel A	268
American Fork City Engineering	American Fork City Engineering	463
Andersen	Kathryn	150
Andersen	M. Steven & Kathryn A	97
Anderson	Helen H	350
Anderson	Joyce E	107
Andrews	Carolyn	157
Andrews	Tom	158
Argyle	Todd J	381
Arnett	HB	226
Ashton	Tiffany	18
Astle	Dirk	135
Astle	Suzette	83
Astle	Suzette	134
Baldwin	Dan	7
Ball	Charles	393
Banner	Patricia	87
Barnes	Stephanie	237
Barrett	R Bruce	117
Barron	Clark	169
Barron	Joyce	170
Beesley	Trent	34
Bell	Crystal	233
Bell	James	227
Belnap	Allison	460
Benzley	Steven & Karen	174
Bergenthal	Dan	23
Berry	John	259
Bertelson	Gil	118
Beukers	David	266
Biltoft	Christopher A	110
Bingham	Merril	52
Bo	Karen	179
Bo	Karen	189
Bocaregra	Roxana B	372
Bodtcher	Aaron	14
Borget	Laura	178
Bosco	Robbie & Karen	194
Bosco	Robbie & Karen	313
Bradshaw	Sandy	475
Brady	Craig	98
Breeding	John	154
Breen	Darren K.	248
Breen	Darren K.	332

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Last Name	First Name	Comment #
Brousseau	Michael	9
Brown	James	228
Brown	Joe	143
Brown	Mindy	405
Bryan	Ron	112
Burget	John	53
Burnitt	James	24
Burton	Melissa	337
Burton	Miriam	336
Burton	Steven & Jeane	262
Burton	Steven & Jeane	309
Camp	Blair	54
Cannon	Cole	80
Cannon	Cole	185
Carlson	Laura	333
Carter	Dennis	6
Carter	Lucille	306
Chappell	Julia	277
Cherry	Susan	289
Child	Shannon	255
Christensen	David J.	10
Christensen	Todd	114
Christensen	Tracey	408
Clark	Edwin A	390
Claunch	Karma	200
Collyer	Stuart	347
Cook	Dell	22
Cook	Londa	32
Cook	Verl	31
Cottle	T Jeffery	389
Cotton	Joseph	429
Cowie	Adam	119
Cox	Charles	192
Cragun	John	123
Crandell	Carmen & Randy	235
Cranney	Bill	39
Crookston	Richard	450
CROPPER1	ANNA	222
Cuell	Elane	296
Currey	Julia	246
Dahneke	Barton S & LeAnne	232
Dalebout	Jeffery	254
Daley	Aaron & Lesley	368
Daley	Aaron & Lesley	370
Daley	Jason	403
Davis	Brent	183
Davis	Brent	187
Davis	Jared	406
Davis	Julie	230
Day	Heather	55
Day	Russ	56

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Last Name	First Name	Comment #
Day	Russell	15
DeMille	Brent	348
Diamond	Jordan	1
Duerden	Regan	344
Duerden	Verle	280
Duncan	Barbara & Stephen F	204
Durfey	Darin	17
Durrant	Heather	86
Durrant	Heather & Devin	207
Durrant	Heather & Devin	315
Durrant	Julie	81
Eatough	Craig	236
Eatough	Marie	214
Ebmeyer	Robin	209
Ebmeyer	Robin	308
Ellertson	Dan	413
Elliott	Mark	411
Elliott	Rick	353
Escamilla	Eli & Michelle	440
Fackrell	Derek	92
Farmer	Sylvia	319
Flake	Dennis	345
Flake	Jeanene	351
Flom	Helen W	155
Flom	Helen W	177
Ford	Kent & Maria	168
Francis	Lee	401
Francis	Lorien	311
Francis	Sharon	191
Fracom	Michael	186
Fracom	Wayne & Suzanne	273
franson	sheldon	221
Frazier	Cynthia	436
Fries	Jamie	373
Gagon	Cindy	161
Galbraith	Morgan	374
Gale	Doug	301
Gamette	Hilda	338
Gamette	Leland	341
Garcia	Hector	8
Gardner	Hollianne	252
Gardner	Reggie	265
Garliak	Kevin	57
Gayman	Mark G	261
Gehring	Lorrin	234
Gehring	Vicki	238
Gehring	Vicki	314
Gibbs	Gaye	312
Gilbert	Patsy	120
Giles	Rex R	133
Golding	Renae	472

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Last Name	First Name	Comment #
Goldman	Dustin	404
Goodwin	Fern	4
Graham	Heather & Michael	62
Graham	Heather and Michael	142
Green	Jess	43
Grow	Steven	476
Guercio	Barbara Ritchie and Larry	100
Gundersen	Julie	426
Guswold	Sabrina	380
Hadfield	Nathan	225
Hafen	Cory	407
Hagen	Annabella	82
Hagen	Annabella	85
Hagen	Annabella	173
Hamilton	Dr C. Mark	324
Hamilton	Kaye & Maggie	206
Hancock	Rachel	203
Harm	Christopher W	392
Harman	David	239
Harris	HJ & CR	231
Harrison	Ciprana	21
Harrison	Dana	20
Hart	Charles	175
Hart	Charles	451
Harward	Adam	37
Harward	Terry	38
Hatch	Janet M	149
Hattery	Doug	467
Haynes	Marsha	334
Heaton	Jon & Tresa	287
Heaton	Jon & Tresa	304
Heaton	Tresa	229
Hebrew	Linke	379
Henderson	Bruce E	364
Henderson	Jerri	317
Henrie	Roland	104
Heriford	Jan	251
Hernandez	Maurina	459
Hickman	Terry J	387
Hillestad	Suzanne	250
Hillestad	Thane	444
Hinckley	Mike	26
Hinckley	Neil	137
Hinckley	Neil	397
Hinde	Jared	269
Hirsche	Angi	420
Holbrook	DeLene	210
Holbrook	Jay M	346
Hollis	Michelle	147
Hollis	Michelle	290
HOLVERSON	CHRIS	242

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Last Name	First Name	Comment #
Hoyt	David	421
Hoyt	Paige	109
Hunter	Iain	318
Hyde	Amanda	367
Hyde	George E.	13
Isaak	Kathryn	434
Jackson	MJ	196
Jackson	Ralph	466
Jacobson	David A.	44
Jakins	Sorrel	124
Jardine	Bill	96
Jensen	Aaron	41
Jenson	Theresa	122
Jex	Deanne R	58
Johnson	Brandon	243
Johnson	Cheryl	162
Johnson	Dale	144
Johnson	Dallin R	462
Johnson	Midge	94
Johnson	Midge	125
Jones	Alyse E	456
Jones	Edward	212
Jones	Nick	59
Jordan	Andrew	78
Jordan	Lucy	50
Jorgensen	Douglas L	60
Jorgensen	Douglas L	126
Jorgensen	Douglas L	388
Kammerman	Gerald	29
Kelemen	Carmelle	410
Kelley	Tim	61
Kimber	John & Diane	340
King	Richard	428
Kirkham	Tom	138
Kirksey	Matthew E	108
Klay	Alan	300
Kramer	Neal & Leila	285
Kramer	Sherry	40
Kuhn	Nan	148
Lamb	William A	439
Lamplt	L C	386
Lamplt	Laura	377
Lamyl	Amber	378
Lamyl	Amber	385
Larson	Willow	89
Lawrence	Robert	330
LeBaron	Betty	354
Legas	Jennifer and Adam	151
Legas	Jennifer and Adam	316
Lesa	Kristen	433
Lindsay	Brent & Tina	113

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Last Name	First Name	Comment #
Longson	Brian	293
Longson	Brian	295
Lucero	David L	208
Lundell	Paul	139
Lutz	Steve	5
Macbeth	David	335
Madrigal	JL & Sonya	164
Manwaring	Kristine	84
Manwaring	Kristine	271
Manwaring	Todd	220
Marquis	Connie	146
Martinez	Suzanne	375
Marty Evans	Craig Nielsen and	166
Mattews	Joe	442
Maw	Nena	213
Maw	Rick & Nena	447
May	Ben & Erin	63
Mayor Bills	Burtis	465
Mayor Johnson	Howard H	471
Mayor Thompson	Heber M	464
Mayor Washburn	Jerry C	468
McFarland	Mary Ann	163
McFarland	Mary Ann	310
McGinn	Gary	64
Mckell	Scott	275
McMillan	James	461
Mellor	Carl (with help from Lisa Kirton)	101
Mercer	Karla	79
Mercer	Karla	292
Miller	Brent	359
Miller	Brent	360
Miller	Brent	361
Miller	Brent	362
Miller	Brent	363
Miller	Lynn W	355
Miller	Tim and Shawna	417
Mills	Evelyn	382
Miner	Steven C	391
Mitchell,	Peter N.	424
Mix	Paul C	184
Monson	K. Brad	65
Moody	Ronald	141
Moore	Carrie & Rob	283
Moore	Carrie & Rob	325
Moore	Jean	458
Morrow	Brian	136
Mortin	Crystal	376
Murray	Reed R	469
Myers	Eric	172
Neal	Larry	418
Nelson	Carole	2

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Last Name	First Name	Comment #
Nelson	Lorraine & Gordon	258
Nelson	Laura	131
Nelson	Ricky	160
Nielsen	Kim	267
Nielson	Gary	249
Nielson	Lyndi & Mike	260
Norton	John	16
Ogden	Dr Bruce	167
Ogden	Lynda S	399
Oldroyd	Taylor	412
Ormsby	Annette	217
Osborn	LaDawn	274
Parker	Jeanette	457
Parker	Mayor Timothy L	383
Parker	Tom	132
Parker	Wayne	67
Parr	Ann	49
Patel	Harshadrai	128
Patel	Tejal	129
Paulsen	David	140
Paxman	Valerie	130
Peppler	Scott	66
Petersen	Mark	68
Petersen	Russell & Elizabeth	402
Peterson	Tom & Sheryl	394
Phillips	Bryan & Diana	356
Pickell	Vaughn R	400
Pinkston	E. Alan	106
Platt	Mikki	415
Player	Kent	93
Podlesak	Anne	115
Podlesak	David W	116
Powell	Erica A	111
Prestwich	Craig	247
Prestwich	Susan	190
Pulver	Lisa	224
Quinn	Joel	48
Rasband	J Verl	294
Ray	Sam	69
Requilmans	Shaunna	145
Requilmans	Shaunna	180
Requilmans	Shaunna	198
Reynolds	Vivienne	286
Rhineer	Julie	282
Rhoads	Karen-Ann & Gary	256
Rice	Michael	474
Rich	Douglas N	431
Ridge	Robert & Carol Ann	395
Roakelley		279
Roberts	Jorji ? June	263
Roberts	Keith	264

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Last Name	First Name	Comment #
Robertson	James	270
Robertson	Jeremy	448
Robertson	Judith	278
Robertson	Judith & James	453
Robertson	Rebecca	430
Robins	Morris J. and Jackie A	435
Rognon	Mike	12
Roper	Lynda	320
Rosales	Oscar	321
Rosenvall	Andrew	156
Rowan	George	105
Rowley	Shane & Dalene	352
Rufused	Refused	90
Russell	Janice and Paule	153
Salmon	Jason	419
Salmon	Karen	322
Salmon	Karen	455
Salzman	Laura	307
Salzman	Laura & John	422
Sanders	Anita	343
Sanders	Tom	339
Savage	Jean	305
Scheuer	Ellis & Dorothy	195
Schneider	Debra & Wayne	181
Schneider	Debra & Wayne	205
schofield	liz	223
Schofield	Ross	443
Schomas	A.J.	365
Shawcroft	Ashley	371
Shippen	Steve	329
Shumway	Diane	25
Simons	Becky	416
Smith	Joseph	398
Smith	Mayor Darrell H	51
Smith	Mel	445
Smith	Mitch & Suzi	202
Sommercorn	Gary	152
Sorensen	Karl	302
South	Joseph	127
Sowards	Elizabeth (Liz)	176
Sowards	Elizabeth (Liz)	449
Spencer	Andy	36
Staker	Matt	276
Staker	Matt	427
Staker	Matt & Sarah	438
Starkey	Ron	19
Steadman	David & Audra	46
Steadman	David & Audra	47
Stewart	Jane	298
Stratton	Justin	240
Sullivan	Linda	91

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Sullivan	Linda	288
Suswogger		284
Swan	Michaela	121
Swanson	Chad & Shannon	452
Swanson	Chad & Shannon	454
Swindler	Julie	188
Swogger	Su	437
Syme	John & Joan	291
Tanner	David	88
Tanner	David & Natalie	257
Tanner	David & Natalie	446
Tanner	V Jordan	441
Tarkington	Margaret	342
Taylor	Bryce K	366
Taylor	Gregg	70
Taylor	Willie R	473
Terry	Richard & Merilee	281
Teteberg	Connie	369
Thomas	Cathy	241
Thomas	Dan	99
Thomas	Lisa	103
Thomas	Lisa	199
Tilley	Don	71
Trewartha	Sean	197
Tromley	Lynn	303
Tronson	Halie	219
Tronson	Ted	253
Tronson	Ted & Lisa	357
Tronson	Ted & Lisa	358
Tuft	Jody K	193
Turley	Deon	211
Tyler	Cheri & Tom	326
Tyler	Dell R	297
Valgardson	Ray	72
Van Orman	Peter	35
Wakamatsu	Roland	73
Walker	Debbie	182
Walters	Doil & Gail	323
Walters	Keith & Stephanie	102
Washburn	David J	11
Washburn, Chair	Mayor Jerry	77
Watson	Andrew S	45
Weeks	Karen	409
Wellner	Stacy	201
West	Robert	74
Whimpey	Mike	327
Whimpey	Mike	328
Whiting	Lara	216
Whiting	Troy	215
Whitmer	Kent	159
Whitmer	Kimberly	165

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Last Name	First Name	Comment #
Whittaker	Bradley S	349
Whittaker	Bradley S	396
Wiest	Gary & Sharon	171
Wilcox	Judith	218
Wilde	Gavin	27
Wilson	Jessica	42
Wing	Kelly A	75
Witt	David	299
Woods	Brad	30
Young	Brigham and Julie	432
	Kevin	3
	Mary	331
	Mayor Billings	76
	none given	33
		95
		244
		245

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
1	Website	Jordan	Diamond	Salt Lake	The alternative should be NO BUILD. Although traffic is currently a problem, BIGGER roads ONLY alleviate the immediate problem- NOT long term. Light Rail should definitely go in BEFORE any road work is even considered. It has been very successful in SL county (much higher ridership than anticipated). Also, have dedicated car pool lanes, ONLY for car pooling. It was a joke that the SL county car pool lanes allowed buying an inexpensive pass for solo drivers! The point is to get people to carpool, NOT just raise a few dollars for the state. Get a clue! The real problem lies in the fact that people choose to live far from where they work. This is BAD for the environment, and one way to discourage this is NOT to build more roads. Finally, when gas prices become prohibitive, folks will make an attempt to live closer to workplaces.	The Preferred Alternative is Alternative 4: I-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
2	Website	Carole	Nelson	Ventura	Congratulations to DEIS for undertaking this major traffic concern. Something definitely has to be done. Before your hearings PLEASE get some financial figures together on the cost of installing an electrical train system that could run at least north and south through Utah. Switzerland is a mountainous country, and they have an outstanding system of comfortable, quiet, convenient, and on time trains. Show the rest of the country that Utah is a forward thinking state and the first one to do it right!!! I know I will enjoy visiting Utah a lot more. God bless you in your efforts, Carole	Construction on commuter rail between Salt Lake and Provo is scheduled to begin in 2008.
3	Email	Kevin		Orem	Comments/Questions: I was thinking about the possibility of relocating the southbound exit and entrance of I-15 on 1600 North in Orem so it connects on Geneva road with a straight shot up 16th that would alleviate a lot of congestion for people getting on the freeway from both directions.	A concept was developed that looked at a connection between Orem/Lindon 1600 North and Geneva Road. It was not advanced mostly due to safety issues associated with the rail lines on the north side of Geneva Road and to impacts to properties adjacent to I-15 and Geneva Road.
4	Email	Fern	Goodwin		I think that is great that you want to improve the roads and maintain the wetlands. However, also think you need to consider all of the Utah residents that will be asked to pay for improvements that they will have limited use, or never use, when a tax is assed to everyone equally. The idea of tolling is more reasonable for those of us who live in areas of Utah that may never use the roads or when we do, we will help to fund the upkeep by paying the tolls. More roads in Utah could benefit from a toll. Keeping those who never use the roads from having to pay such high taxes, and never experience the benefits, while those who use the roads everyday should be the ones who pay for the upkeep on those roads. Another option would be to balance the taxes assessed to the use of the roads, those who will use it more should be paying more for the road. While you are thinking about improving the routes into the SLC, think about	Comment noted

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					this: How about figuring a way to make a UTA system that travels from St. George, to Tremonton. Through the center of the freeway. You could have a fast track that only stops at the larger cities and one that stops at every major city along the I-15. This would be a welcome form of travel for those of us that need to travel to SLC. THINK ABOUT IT. This could also be done between the lanes on I-80, and from Richfield to I-15. What an amazing service this would be, for the Residents of Utah.	Commuter rail between Salt Lake and Provo is scheduled to begin construction in 2008.
5	Email	Steve	Lutz	Salt Lake City	As a 20 year commuter from Salt Lake's Avenues to the Provo Airport Campus of UVSC, I have no doubt in my mind that commuter rail with safe and adequate parking at stations and excellent connections to other ground transportation should be the top priority to relieve I-15 congestion. This should come before road expansion so that congestion and pollution is minimized first. Every time the road has been improved since I've been driving it, improvements are quickly offset by even more traffic and increased pollution. We need commuter rail now. Sincerely, Steve Lutz 757 7th Ave., Salt Lake City, 84103	Orem 1200 West has been re-designed since the DEIS, and the current design is presented in Volume II. The current design prevents access through the neighborhood. The final decision will have to be approved by the City of Orem.
6	Email	Dennis	Carter	Orem	Thank you for the public meeting last night concerning the proposed I-15/Orem Center Street project! In general I like the proposed concept and believe it will be a great benefit to my community providing safer and easier freeway access to and from my neighborhood. It also eliminates the dangerous Orem Center street access that now exists coming from 1160 W. Some of my neighbors have expressed a desire to not connect 85 S. and 40 S. to 1200 W. turning both roads into dead ends. I vigorously oppose that idea. I believe their logic is flawed in expecting a dramatic increase in traffic through the neighborhood. In my mind, the benefit of safe, clear, convenient access to both Center Street and the freeway far outweighs the minimal loss of traffic on those 2 streets by making them dead ends. Please include access to 1200 W. as your proposed plan showed last night! Also I must question the logic in going to such effort to avoid the home on the corner of 1160 W. and Center St. If you showed a photo of that house to 100 average people, I doubt very much even one would call it a historically significant building. It's a ludicrous idea. If the law says that place is historically significant, the law is ludicrous! Surely UDOT has had to eliminate older houses than that one through eminent domain. I can't believe every home, 50 years or older, must remain untouched. The 2 buildings across the street, are much more valuable and aesthetically pleasing and would make more sense to preserve. That would be the law office and the home to the South (Kyrobie). I therefore favor moving 1200 W. slightly West of where we were shown last night. Thanks for accepting my input!	

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
7	Email	Dan	Baldwin	American Fork	<p>It is my opinion that the only good option here is option A. the others take a huge impact on the businesses that exist on west main. Further more I think in option B, the at-grade crossing over three railroad tracks is ridiculous and dangerous. I have as many as 400 people into my shop, Kurt's Auto Wrecking, on any given day and that is way too much traffic just generated by my business let alone the other business for that type of crossing. I object to option C for the obvious reason that it would require that my business be relocated.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
8	Email	Hector	Garcia		<p>I think it is a great idea that there are plans on reconstructing many Utah County interchanges especially the Provo center street exit. I have been a Provo TAX paying resident since 1988 and have seen the growth through out the years. Unfortunately there hasn't been any type of improvements in the almost 20 years. It is a complete mess during peak traffic hours and I think that something has to happen soon to fix this major problem! The University Avenue and University Parkway exits have seen major improvements. Now its Center streets turn! Hector Garcia, Events Coordinator Nature's Sunshine Products, Inc. 75 East 1700 South Provo, Utah 84606 Direct: (801) 342-4630</p>	<p>Comment noted</p>
9	Website	Michael	Brousseau	Orem	<p>While I do not look forward to navigating infernal I-15 construction traffic again during my commute to and from work, I support the idea of expanding both access to and the size of I-15 in an effort to alleviate congestion. Some might argue that it will cost too much or that people should stop driving in favor of carpooling or public transportation. However, people will continue to drive their own vehicles and we will only defer spending the money to a later date if we do not move forward with this now. I have wondered about the feasibility of building a 'circumferential' highway following the Lake Bonneville shoreline trail from Spanish Fork canyon to the point of the mountain as a way to cut down on traffic in Utah valley. The Swiss have built many of their freeways along the mountains framing their cities.</p>	<p>A circumferential highway was initially considered in alternatives formulation, but was rejected because it would have a high number of relocation impacts.</p>
10	Fax	David J.	Christensen	American Fork	<p>Our business is at 1075 West Main St, American Fork. All 3 plans to rebuild this interchange at exit 278 tall all or part of our 8 acres. This PUBLIC COMMENT is to apprise everyone as to the damages we will sustain. Our business requires a minimum amount of land to operate. Our current 8 acres is ok for our business; but limits our potential for expansion as the population of northern Utah valley grows. Therefore, any reduction of our acreage will likely force us to leave and sell the entire parcel to UDOT. We have an active and viable used car parts business and we do NOT want to move! The value of our property and improvement are as follows: 1. 8 acres of commercial/industrial land value to be appraised,</p>	<p>Potentially impacted property owners have received notification of a potential partial or full take, and have been invited to various meetings to discuss what this means, and the upcoming process.</p>

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					likely about \$500,000 per acre = 4 million. 2. 6 acres covered in concrete at \$4 per sq foot = \$160,000 per acre = \$960 000. 3. Two metal warehouse and processing buildings = \$450,000 for both buildings. 4. Steel security fencing around perimeter= \$130 000. 5. Concrete truck scale pit and approach = \$65,000. 6. Industrial zoning which allows our business of car dismantling and metal recycling to operate. This is very hard to find! Value to be determined. 7. TOTAL VALUE = 5,605,000 PLUS VALUE OF ZONING AND LOSS OF BUSINESS. We do not want to sell or decrease the size of our property. We would be willing to shift property to contiguous acreage in order to maintain our location and business. We wish to cooperate in any way and also want to maintain our active successful business. Thank you, David J. Christensen, 702-528-3122	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
11	Email	David	J	Washburn	Under Options A & C on exit 269, you show the design of the new northbound off ramps cutting through the corners of two buildings (old Home Base & Pinnacle Security) and taking off the southwest corner of the parking lot of the Hampton Inn & Suites. Is this the type of impact you intend to create in this area? Is it possible for you to adjust the off ramps towards the freeway lanes a little more to soften this impact on these businesses? I am one of the general partners of the Hampton Inn & Suites. From my perspective as an owner of the hotel, this proposed design would severely affect our ability to continue to operate the hotel, due to loss of our existing circular traffic lanes around the hotel, and due to the loss of required parking spaces which will be lost if the off ramp design is constructed as shown in Option A and Option C. A slight adjustment in the angle of the northbound off ramp lanes will eliminate this impact on these businesses. Could you evaluate this concern and let me know if an adjustment is possible? Thank you.	Comment noted
12	Email	Mike	Rognon		I have been given the responsibility to make certain that the owners of Traverse Mountain (home of Cabela's) are completely up to date about planning, schedules and impacts that occur on all highways, freeways and mass-transit lines around Traverse Mountain. I would like to be included in your email chain to make certain that I am aware of upcoming meetings, presentations, etc. I would also like to offer you direct access into Traverse Mountain planning and development schedules. As you may know, we will have 8,000 residential units at build-out. In addition to Cabela's that draws 4.5 to 5.3 million visitors each year, we have announced that will bring an additional 5-6 million visitors to this already congested intersection with I-15. We also have approximately 2-million additional square feet of commercial/retail entitlement along SR-92. Please add me to your email list, and let me know how I can help you.	June 2008

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
13	Email	George E.	Hyde	Lehi	<p>Thank you, Mike Rognon, Traverse Mountain (801) 407-6756</p> <p>Merrell Jolley, It would appear that this interchange would work well to connect to an East/West corridor from Redwood Road and I-15 at 4800 North in Lehi. Since this is in the plans it would behoove UDOT to do the right thing by building the East/West Corridor in North Lehi at 4800 North as suggested by the City Council and Mayor of Lehi. This project in conjunction with the Corridor would meet the needs of the residents of Saratoga Springs and Eagle Mountain while creating little impact to the residents of Lehi, unlike the 2100 North debacle that UDOT currently supports. As a citizen of Utah and a business owner impacted by the developments and widening of I-15 I strongly urge UDOT to do the right thing instead of the easy or cheap thing without consideration for individuals. I recognize the need to expand transportation corridors and add access for developing communities. I support doing the right thing, supported by those most impacted, and doing it efficiently if possible but if not do the right thing any way. Sincerely, George E. Hyde 496 West 2325 North Lehi, Utah</p>	Comment noted
14	Email	Aaron	Bodtcher		<p>The area around 2100 North in Lehi already developed or under development. There are better options, with less impact on a city already torn in half by I-15. The southern freeway makes more sense.</p>	<p>This comment refers to the Mountain View Corridor project and was forwarded to that team.</p>
15	Email	Russell	Day	Provo	<p>I have reviewed the Draft Environmental Impact Statement (DEIS) for the I-15 Corridor, Utah County to Salt Lake County. The DEIS proposes the relocation of the I-15 roadway to bring the roadway very much closer to my property. I am especially concerned that noise levels for my property as well as my neighborhood will be unduly elevated and too high. I have inspected your documentation of impacted properties and I suspect that because our neighborhood is newer, perhaps our properties have not been evaluated for noise levels. In Volume 2—Conceptual Engineering Drawings for Draft EIS, Utah County, Central Utah (Provo-Orem Option A) Sheet: HWY-047A (page 20) and Central Utah (Provo-Orem Option B) Sheet: HWY-047B (page 18) there are several buildings which have been recently constructed, but are not shown or indicated by the aerial photograph used in the EIS. It appears as if the aerial photograph used in this EIS was taken before some of these homes were built. My concern is related to several homes that are very close to the proposed changes to I-15. In the same area there is property that has been subdivided and sold and will be built upon soon. A sound wall has not been included in the plans to block the noise in this area. These properties are very close to the proposed I-15 and need to be evaluated for the negative impact that the I-15 project will have, especially in terms of noise and vibration. Even prior to this new construction project, noise from I-15 is already distractingly</p>	<p>The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information.</p> <p>UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.</p>

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					<p>audible from this neighborhood. The proposed changes to I-15 will bring the roadway much closer to this neighborhood, and the noise levels will increase substantially. I request that a sound wall be built to shield this neighborhood from this noise from I-15 traffic. Could you please give responses to these questions? What is the current decibel level for the front row receiver homes on Reese Dr, Provo, Utah 84601 (Utah County Parcel Numbers: 556000012-556000022, 5142000845-14200092, 514050035-514050044) and what is the expected decibel level for the front row receiver homes listed above after the roadway is built? These three Parcel Numbers will be especially affected by the proposed relocation of the I-15 roadway: 556000012, 556000013 and 556000014. Also, what is the current decibel level for the other homes on Reese Dr., Provo, Utah 84601 (Utah County Parcel Numbers: 514050034-33, 514050057-58, 514050045, 514200078-83, 514200093, 556000010-11, 556000029-34, 556000023) and what is the expected decibel level for these homes after the new I-15 roadway is built? It should also be noted that a new neighborhood has been subdivided and lots have been sold that will be built upon soon (Utah County Parcel #190480128). Several of these lots, specifically the ones directly south of Utah County Parcel #556000012, will be even closer to and more impacted by the proposed roadway than any of the aforementioned parcel numbers. I feel that bringing the freeway closer to these homes will result in a large noise increase and property devaluation for these properties. I propose that UDOT provide a sound wall for these homes, as well as the homes that will soon be built very near to the proposed I-15 roadway in this area. I am also concerned that the freeway project will take out much foliage, trees, bushes, and shrubbery that provide noise control and cover from the present I-15 highway. I want to see as much of this preserved as is possible to protect my property and property value from the increased noise and eyesore that a new roadway will cause. Please send a reply to me at rday2007@daytribe.com.</p> <p>Thank you, Russell Day 1191 North Reese Drive, Provo, UT 84601 801-377-2908 rday2007@daytribe.com</p>	<p>This comment refers to the Mountain View Corridor project and has been forwarded to that team.</p>
16	Email	John	Norton	Lehi	<p>I think the current 1200 West plan proposed by UDOT is wrong. The last thing Lehi needs is another freeway dividing our city. Please move the connector north where it belongs. John Norton, 2061 Hidden Creek Dr. Lehi, UT 84043 801-768-2505</p>	<p>The last thing Lehi needs is another freeway dividing our city. Please move the connector north where it belongs. John Norton, 2061 Hidden Creek Dr.</p>

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
17	Email	Darin	Durfey	Santaquin	<p>I wanted to comment on the issues related to reconstruction and widening of I-15. The longer we wait the worse the problem will get and the greater the cost of construction will be. I lived in Lehi for 13 years and during the past year and a half made the decision that I could not deal with the lack of planning, construction, etc. and we chose to move to Santaquin. This is due to the fact that I work in Spanish Fork. I often found a 45 minute commute in the mornings and an hour plus at night to travel the 23.6 miles from my office in Spanish Fork to my home in Lehi. I strongly support the reconstruction and widening of I-15 from South Utah County to Salt Lake County. I also strongly support the addition of arterial roadways that will help to alleviate and move traffic from I-15 to communities in Utah County. As you are well aware S.R. 92, S.R. 73, S.R. 68, S.R. 89 and other roadways in Utah County are past their capacities as well. Now is the time to take action. To wait is only going to further compound the issues that we have in Utah County and will then contribute to additional issues in travel along the Wasatch Front. With the second largest populated county in Utah and continued rapid growth, the problems in Utah County are not going to go away. Attention and immediately addressing the issues needs to take place. I have commented before about these issues and hope that my input helps in getting I-15 construction and widening underway as soon as possible. Additionally I would hope that placing a TRAX line into northern Utah County would be strongly considered in helping alleviate traffic congestion. Respectfully, Darin Durfey</p>	Comment noted
18	Email	Tiffany	Ashton		<p>I just wanted to take a moment and voice my opinion about the proposed freeway changes on 2100 North in Lehi. I think that it would be much more beneficial to put the freeway connector in by 4800 north as Lehi City has proposed. It seems that if all the traffic was diverted to just one location we would still have some of the problems that we are currently facing. This is why it seems to make more sense to have one main connector at 4800 N, and 3 other corridors along other locations in Lehi. This will allow drivers options when choosing the best route to and from their homes, and allow traffic to be alleviated from one route. Thank you! Tiffany Ashton</p> <p>Escrow Officer Mountain West Title</p>	<p>This comment refers to the Mountain View Corridor project and was forwarded to that team.</p>
19	Email	Ron	Starkey	Mapleton	<p>Like so many others, we almost dread driving I-15 northbound anymore because of the heavy traffic and tie-ups. It is a sad commentary that we spend billions of dollars on upgrading, expanding, and making freeway improvements, yet within a few months they are as congested as ever and if there is accident the system is backed up for miles. And the so-called express lane situation is a total farce. The solid white line rule is totally ignored by people. When we drive I-15, we find delivery trucks and other cars with only one passenger driving the lane, and lane changing is still as</p>	Comment noted

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					<p>rampant as ever. So, why have such rules and threaten to enforce it when enforcement appears to be non-existent? have personally seen people violating the express lane with state troopers following nearby in adjacent lanes and have yet to see anyone pulled over. So much for the enforcement end of it! We simply have to find other ways to move people. Building new and better freeways is not the long-term answer. If there were fewer big rigs, people would drive sensibly and share rides, carpool, plan ahead, and stay off their cell phones, it might be a little better, but even with those givens, there are too many cars and trucks, and too many people that refuse to car pool or share rides. I won't even get into the issue of how rude and inconsiderate Utah drivers are. Tailgating, lane changing, and speeding is so bad that it is little wonder we do not have an even higher rate of carnage on the system.</p> <p>Have coming from two major population areas; i.e., Seattle and Portland, the only way to relieve some of the problem is to develop mass transportation alternatives; i.e., light rail, commuter rail, express buses, et al. Plus adding another lane from Orem south each direction might temporarily help if it goes as far south as Santaquin. We hear that these are being planned, but the timeline seems so far off that relief is really not in sight for some time to come. We need express lanes all the way to Santaquin - ditto light rail and commuter rail. More and more people are moving to the fringes of our population centers to escape the congestion and less expensive lifestyle. However, when they have to drive the I-15 corridor, it takes very little time for the traffic to become heavy and congested, and only one accident can bring the system to a stop in a matter of minutes. Finally, somehow, we need more aggressive enforcement of traffic laws. We know our state troopers have a big job, but if it takes more patrol cars et al the so be it, but somehow we need to get our drivers to obey traffic laws, especially speeding and tailgating. One gets the impression that our troopers have an unwritten code of not stopping anyone unless they are exceeding the speed limit by 15-20 miles and hour or more. If that is so, then why have a 65 mph limit? I personally am tired of being followed so closely that I can clearly see the driver's face in my rearview mirror, especially when I am trying hard to obey the speed limit. Bottom line is that if you plan to improve the situation, more aggressive enforcement has to be a part of the plan; otherwise the rest of it will not mean much. Thanks for the opportunity to contribute. Ronald Starkey, Mapleton, Utah</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to</p>
20	Fax	Dana	Harrison	Sandy	<p>I wish to take this opportunity to comment on the draft Environmental Impact Study for the I-15 Corridor. A multi-use trail crossing of I-15 is vital to connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. This non-motorized regional trail would</p>	D-47

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					<p>accommodate foot traffic, bikes, horses, and also serve as a wild life crossing. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline planned on the west bench. This trail link is identified on the master plans of Bluffdale City, Draper City and Salt Lake County. The Single Point Interchange planned at 14600 South is not conducive to safe multi-use trail use. I therefore recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the 14600 South Interchange. The Draper City Parks, Trails and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South Interchange , a bike lane on 14600 South and a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. All three facilities are of regional significance. Currently, 14600 South is heavily used by commuter and recreational road bicyclist. It serves as an important link between the routes used by such bicyclist on both sides of I-15. The bike lane is also identified on the Wasatch Front Regional Council's Bike Plan. We recommend that 14600 South accommodate bike lanes in each direction. Any widening of I-15 and reconstruction of the east frontage road should accommodate safe trail corridors. Dana Harrison, Sandy, UT</p>	<p>coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at I-3800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>
21	Email	Cipriana	Harrison	Sandy	<p>ATTN: I-15 Corridor EIS</p> <p>I wish to take this opportunity to comment on the draft Environmental Impact Study for the I-15 Corridor. A multi-use trail crossing of I-15 is vital to connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. This non-motorized regional trail would accommodate foot traffic, bikes, horses, and also serve as a wildlife crossing. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline planned on the west bench. This trail link is identified on the master plans of Bluffdale City, Draper City, and Salt Lake County. The Single Point Interchange planned at 14600 South is not conducive to safe multi-use trail use. I therefore recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the 14600 South Interchange. The Draper City Parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South Interchange, a bike lane on 14600 South, and a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. All three facilities are of regional significance. Currently, 14600 South is heavily used by commuter and recreational road bicyclist. It serves as an important link between the routes used by such bicyclist on both sides of I-15. The bike lane is also identified on the Wasatch Front</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at I-3800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
22	Email	Dell	Cook		<p>Regional Council's Bike Plan. We recommend that I-15 South accommodate bike lanes in each direction. Any widening of I-15 and reconstruction of the east frontage road should accommodate safe trail corridors.</p> <p>Sincerely, Cipriana Harrison Sandy, UT</p> <p>I wish to take this opportunity to comment on the draft Environmental Impact Study for the I-15 Corridor. A multi-use trail crossing of I-15 is vital to connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. This non-motorized regional trail would accommodate foot traffic, bikes, horses, and also serve as a wildlife crossing. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline planned on the west bench. This trail link is identified on the master plans of Bluffdale City, Draper City, and Salt Lake County. The Single Point Interchange planned at I-15 South is not conducive to a multi-use trail use. We therefore recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the I-15 South Interchange. The Draper City Parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the I-15 South Interchange, a bike lane on I-15 South, and a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. All three facilities are of regional significance. Currently, I-15 South is heavily used by commuter and recreational road bicyclist. It serves as an important link between the routes used by such bicyclist on both sides of I-15. The bike lane is also identified on the Wasatch Front Regional Council's Bike Plan. We recommend that I-15 South accommodate bike lanes in each direction. Any widening of I-15 and reconstruction of the east frontage road should accommodate safe trail corridors.</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed I-15 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at I-15 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>
23	Email	Dan	Bergenthal	Draper	<p>Wish to take this opportunity to comment on the draft Environmental Impact Study for the I-15 Corridor. A multi-use trail crossing of I-15 is vital to connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. This non-motorized regional trail would accommodate foot traffic, bikes, horses, and also serve as a wildlife crossing. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline planned on the west bench. This trail link is identified on the master plans of Bluffdale City, Draper City, and Salt Lake County. The Single Point Interchange planned at I-15 South is not conducive to a multi-use trail use. We therefore recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the I-15 South</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed I-15 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City</p>

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response	
					<p>Interchange. The Draper City Parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South Interchange, a bike lane on 14600 South, and a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. All three facilities are of regional significance. Currently, 14600 South is heavily used by commuter and recreational road bicyclist. It serves as an important link between the routes used by such bicyclist on both sides of I-15. The bike lane is also identified on the Wasatch Front Regional Council's Bike Plan. We recommend that 14600 South accommodate bike lanes in each direction. Any widening of I-15 and reconstruction of the east frontage road should accommodate safe trail corridors. Thank you for this opportunity to comment. Dan Bergenthal</p> <p>761 Alan Point Cir. Draper, UT 84020</p>	<p>regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at I-3800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>	
24	Email	James	Burnitt	Salt Lake City	<p>Regarding the draft Environmental Impact Study for the I-15 Corridor. A multi-use trail crossing of I-15 is vital to connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. We need more safe access routes for non-motorized traffic. This non-motorized regional trail would accommodate foot traffic, bikes, horses, and also serve as a wildlife crossing. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline planned on the west bench. This trail link is identified on the master plans of Bluffdale City, Draper City, and Salt Lake County. The Single Point Interchange planned at 14600 South is not conducive to a multi-use trail use. We therefore recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the 14600 South Interchange. Thank you for your consideration! Sincerely,</p> <p>James Burnitt, Classified Account Executive Salt Lake City Weekly p. 801-413-0267 f. 801-746-2699</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at I-3800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>	
25	Website	Diane	Shumway	Lehi	<p>As a citizen of Lehi and a resident of the Gateway Subdivision I want to voice my opinion that I am adamantly OPPOSED to the 2100 North Alternative. The impact in terms of pollution, noise and division of a community is too great of a risk. I realize that we are just a few people who mean little to nothing to you, but we are not the ones that created the mess out in Eagle Mountain and Saratoga Springs. I think the better alternative would be closer to the Point of The Mountain. Less impact to existing homes and businesses and the cost is much less. Isn't that what the government should be looking into - COST???</p>	<p>This comment refers to the Mountain View Corridor project and was forwarded to that team.</p>	

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
26	Email	Mike	Hinckley	Syracuse	Get it done and get it done now!!!! While you are doing that, widen I-15 from Farmington to Layton. Mass transit is a nice component of transportation, but has had an undue influence lately on the transportation decisions of Utah's leaders. We need more and wider roads in Utah to keep up with the growth. Mike Hinckley Syracuse, UT	Comment noted
27	Email	Gavin	Wilde	Holladay	To Whom It May Concern: Europe and Russia have enjoyed the benefits of efficient, quick, and cheap mass transit for years and years. It's time for Utah to jump on the wave of the future, lead the charge for commuter-rail projects, light-rail projects, and mass transit ideas. More asphalt, congestion and smog are NOT the answer! Gavin Wilde Holladay	Construction on commuter rail between Salt Lake and Provo is scheduled to begin in 2008.
28	Public Meeting	Neal and Cassie	Already	American Fork	We would prefer that UDOT choose options 'C' or 'A' at the American Fork Main Street interchange, which is part of the I-15 widening and Reconstruction Project. Both options would put the East-West Connector road in Lehi north of our farm. We understand that option 'C' with the SPU interchange is more effective at moving traffic and have no problem with that. If UDOT chooses option 'B', the connector road would split our working farm in half, causing problems with farm equipment having to travel on and across this major highway. This road could take away our ability to farm. Also, access to existing homes in the area would be greatly limited. This farm has been in an Agricultural Protected Area for the last 10 years. We plan to continue farming with no intention of taking it out of this Protection Area. If the road was to go through the farm, due to an issue with the IRS, there would be an immediate \$1,000,000 estate tax due to the IRS. Since this problem would not be caused by us, we would look to UDOT for a solution to this tax problem. This farm has been in operation since the 1920's. With the high water table in this area, many improvements have been made over the years to address this high water problem, including underground field drains, irrigation ditched, headgates and metering weirs. If the road were to come through the farm, we fear it would disrupt these field drains exposing blue springs and raising the water table on the property. A road could also block the natural ground water from draining from North to South again raising the weirs and water table and making it too wet to farm the ground. Some of these irrigation ditches, weirs and water rights were court adjudicated and court ordered to be built and we are concerned with any disruption in those areas. Water is a major concern for all farmers and we worry that if a road is built here we would not have access to or be able to irrigate our farm when needed during road construction. In closing, we would like to thank UDOT for listening to our concerns and acknowledging our Agricultural Protected Area in designing option 'C'.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

I-15 Corridor Utah County to Salt Lake County
Final Environmental Impact Statement and Section 4(f) Evaluation

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
29	Public Meeting	Gerald	Kammerman	Saratoga Springs	Thank you for the opportunity to review the build options. The project is much needed. My preferences are: American Fork: Option B. The alignment of the connection from the proposed East-West connector is more direct than the other options. The interchange, SPUI, is better able to handle the future traffic than Option A. Option A would be my choice for CRT (present) and wetland impact but would not handle traffic as well as B. Provo-Orem – Option A is my preference.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
30	Public Meeting	Brad	Woods	Orem	For Provo Orem, I prefer Option A. With all of the interchanges, please do not forget to plan for the safe and efficient movement of bicyclist and pedestrians. This planning now will save money in the future and preserve community connectivity.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
31	Public Meeting	Verl	Cook	Orem	1600 No. Street from Interchange to Geneva Road In 1987 UDOT wanted to widen 1600 No – We narrowed up the planter area in front of our greenhouse & building to 8 ft from 20 ft. to achieve this. But, UDOT narrowed the road, back up for the planter area on the North side. Effectively taking our ground & giving it to the neighbors on the North. "Timp Truck & Travel" truck stop. They are gone now & their is a new building being built. Our ground take in most of the road. Thanks, Verl Cook	Comment noted
32	Public Meeting	Londa	Cook	Provo	The road in front of our business is 1600 N. In 1987, UDOT wanted to widen 1600 No. We gave ground. But shortly after that we found out the road was not widened; however, our neighbors had extra ground (Timp Truck and Travel) had more ground. I feel if you widen this road I believe more ground should be given off of their side. If is not fair for us to give the same amount as we have already given. Thanks, Londa Cook.	Comment noted
33	Public Meeting	none given			No name given. Please do Exit 276 as soon as possible. It's a disaster.	Comment noted
34	Public Meeting	Trent	Beesley	Provo	Frontage road between University parkway & Provo center street is a must!! It is the only way to solve long term traffic issues in that Section of Provo! Option "A" is best and "B" will do.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include

I-15 Corridor Utah County to Salt Lake County
Final Environmental Impact Statement and Section 4(f) Evaluation

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
35	Public Meeting	Peter	Van Orman	Orem	Please consider a road running east west across Utah Lake at approx 800 N. Orem or Center Street Orem. Then have a freeway on the West side of Utah lake before too many more homes are built. Have a major freeway run from Santaquin to Salt Lake City west of Utah late.	This refers to areas outside of the I-15 project.
36	Public Meeting	Andy	Spencer	American Fork	The City has commissioned a traffic study of our freeway corridor crossings & traffic system. Ryan Hales of Hales Engineering is working on that study. We expect the City Council to present UDOT with recommendations regarding the reconstruction. Particular points of interest may be - Recommended options for West Main St. Interchange - Addition or/Relocation of Park & Ride facility (currently it functions at capacity) if influenced by construction - Comments on Vineyard Collector connection - A potential need for an underpass at 100 West - Other recommendations as determined in the Hales Engineering study. The information and presentation of the materials was very professional and helpful. Great Job!	Comment noted
37	Public Meeting	Adam	Harward	Provo	I like option B. I would consider option A my second favorite. The big plus w/ both of these options is the ability to get on the freeway between U. Pkwy and Center in Provo. A much needed change for the Provo section of the freeway. The Frontage roads seem like a great option.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
38	Public Meeting	Terry	Harward	Provo	I own property (improved) that would have to me removed @ 820 No. Business Park. Frontage roads is a good idea. We need more No./So. Roads besides the freeway.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
39	Public Meeting	Bill	Cranney	Lindon	I am concerned about coordination with Geneva Road / Geneva Development I-15. We need to do it right and only once for the foreseeable future.	Geneva Road improvements are being studied in a separate document. The teams have been in close coordination.
40	Public Meeting	Sherry	Kramer	American Fork	I would like to see a pedestrian/bike over or underpass connecting the American Fork wet lands with the Lehi Mill pond area. I would also like to see a road that splits traffic between AF Main Street and 500 E. and	The proposed interchanges at American Fork Main Street and Lehi Main Street will include adequate shoulders for bicycles and sidewalks

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				possibly the Lindon and PG overpasses so that the traffic is divided up and not overburdening AF Main Street. (See original submission for map.)	for pedestrians that will allow a connection between the east and west side of I-15 at Mill Pond. The I-15 project is not proposing to provide a grade separated crossing within the wetlands complex because it is not a part of the City's Master Plan and would have substantial impacts to wetlands. UDOT is currently studying a roadway on the west side of I-15 between American Fork Main Street and Orem 800 South which would potentially reduce traffic along American Fork Main Street	
41	Public Meeting	Aaron	Jensen	Lehi	Why design for the year 2030 when the project will be completed by somewhere around 2015 – 2020 and the earliest a portion can be completed is 2011? Pavement structure and the other structures involved should last 30 – 50 years. I think a better design year is 2050. What are the other elements needed to handle future demand on the roadway network?	2030 is the year used in the Wasatch Front Regional Council and Mountainland Association of Governments transportation plans. The traffic modeling includes all projects in their Regional Transportation Plans.
42	Public Meeting	Jessica	Wilson	Lehi	I am glad to see this project progressing. As a Lehi citizen I greatly see the need for the improvements to the interchange structures at both SR 92 and 2100 N. In addition I strongly support the additional interchange north of Cabelas. I feel there will be a large amount of growth that is not expected.	Comment noted
43	Public Meeting	Jess	Green	American Fork	It appears that "American Fork Option C" makes, by far, the most common sense. It seems to get the jobs done and does not further divide the American Fork bottom lands into some seriously unmanageable pieces. This is a new option I had not seen but I like it and will support the concept. Jess Green former Mayor	The Preferred Alternative is Alternative 4: 1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
44	Public Meeting	David A.	Jacobson	Provo	Options A & B include frontage roads between Provo Center Street and University Parkway. Those options would cause us serious damage and would require removal of at least 14 mobile homes. Residents would have to be relocated and would result in a significant loss of revenue. Options C & D would eliminate the problem if they in fact do not encroach on our property. Please consider these options. They appear to be much more favorable and less disruptive to our business. Thank you for your consideration David A. Jacobson	The Preferred Alternative is Alternative 4: 1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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45	Public Meeting	Andrew S	Watson	Provo	I am certain you have done your best. I am certain you have the best employees. I am certain that the change is needed. I am certain that people will be served. I am certain that your studies are great. I am willing to help in any way that supports my community. Thank you for your work.	Comment noted
46	Website	David & Audra	Steadman	Lehi	We want a SPUI at the American Fork Main Street exit. Anywhere there is an option between a diamond interchange and a SPUI, we want the SPUI option to be chosen.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
47	Website	David & Audra	Steadman	Lehi	We want the American Fork Main Street OPTION B. SPUI and a straighter alignment west of the freeway.	The Preferred Alternative is Alternative 4: 1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
48	Email	Joel	Quinn	South Jordan	I wish to take this opportunity to comment on the draft Environmental Impact Study for the I-15 Corridor. A multi-use trail crossing of I-15 is vital to connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. This non-motorized regional trail would accommodate foot traffic, bikes, horses, and also serve as a wildlife crossing. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline planned on the west bench. This trail link is identified on the master plans of Bluffdale City, Draper City, and Salt Lake County. The Single Point Interchange planned at 14600 South is not conducive to a multi-use trail use. We therefore recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the 14600 South Interchange. The Draper City Parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South Interchange, a bike lane on 14600 South, and a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. All three facilities are of regional significance. Currently, 14600 South is heavily used by commuter and recreational road bicyclist. It serves as an important link between the routes used by such bicyclist on	During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.

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49	Email	Ann	Parr	Draper	<p>Please seriously consider my comments on the draft Environmental Impact Study for the I-15 Corridor. I have been involved in trail planning for nearly 30 years. The plans in Salt Lake County, the State, and Draper have always included connections of the Jordan River Parkway to the Bonneville Shoreline Trail. The redesign of I-15 near 14600 can facilitate this connection and will serve both Utah and Salt Lake users. This non-motorized regional trail would accommodate foot traffic, bikes, horses, and also serve as a wildlife crossing. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline planned on the west bench. This trail link is identified on the master plans of Bluffdale City, Draper City, and Salt Lake County. The Single Point Interchange planned at 14600 South is not conducive to a multi-use trail use. We therefore recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the 14600 South Interchange. The Draper City Parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South Interchange, a bike lane on 14600 South, and a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. All three facilities are of regional significance. Currently, 14600 South is heavily used by commuter and recreational road bicyclist. It serves as an important link between the routes used by such bicyclist on both sides of I-15. The bike lane is also identified on the Wasatch Front Regional Council's Bike Plan. We recommend that 14600 South accommodate bike lanes in each direction. Any widening of I-15 and reconstruction of the east frontage road should accommodate safe trail corridors. I do hope this crossing will be on the plan!</p> <p>Ann Parr, 12887 Boulter Street, Draper, Utah 84020, 801-572-6332</p> <p>Just one more plug for this!!!!!! The Parley's Crossing happened! This would cost nothing in comparison and serve soooo many. We should have another crossing at 14600 South. Just imagine having a complete circle joining the Parkway and the Shoreline trails via both the PRATT trail and the I-14600 I-15 crossing!!!</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the</p>
50	Email	Lucy	Jordan	Salt Lake City	<p>Hello, Please accept my comments on the draft Environmental Impact Study for the I-15 Corridor. I am a cyclist and occasionally go on long rides around the valley, passing under I-15 at the 14600 south interchange.</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the</p>

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51	Letter	Mayor Darrell H	Smith	Draper	<p>Please keep this crossing accessible to cyclists and other non-motorized users. It is very important to me, and I think generally to the health of our citizens to keep safe, non-motorized modes of travel both safe and enjoyable. Linking the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale is key to making our valley conducive to this kind of travel and recreation. The Single Point Interchange planned at 14600 South is not conducive to a multi-use trail use. The Draper City Parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South Interchange, a bike lane on 14600 South, and a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. All three facilities are of regional significance. The bike lane is also identified on the Wasatch Front Regional Council's Bike Plan. Please honor these forward thinking planners with a bike lane at the 14600 South interchange.</p> <p>Sincerely,</p> <p>Lucy Jordan 1154 Laird Ave Salt Lake City UT 84105 lucyjordan@earthlink.net</p>	<p>Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>
					<p>To whom it may concern, Draper City appreciates the opportunity to review and comment on the draft Environmental Impact Study for the I-15 Corridor. After reviewing the study, Draper City has three items that we would like to see included in the I-15 Corridor EIS. The Draper City Transportation Master Plan identifies a proposed minor arterial viaduct over I-15 at 13800 South. The area of Draper located south of Bangerter Highway and west of Interstate 15 is planned for commercial/retail development as well as a station for the Frontrunner commuter Rail. These planned developments will generate significantly more traffic in this area and an alternate route will be of great significance. Currently, in the center third of Draper, there are only two routes between the east and west over Interstate 15; they are State Routes 71 and 154 (12300 South and Bangerter Highway). Localized traffic greatly impacts the operation of both of these routes and their interchanges at I-15. With a planned freeway to freeway connection between I-15 and Sr-154, and an emphasis on maintaining freeway speeds and operation, a viaduct at 13800 South would improve the connectivity and operation of the roadways in the region while providing relief of congestion at the critical interchanges. The viaduct would also provide bicycle and pedestrian access across I-15 which currently does not exist in this area. The study indicates that the improvements to I-15, between 14600 South and the Point of the Mountain, will include relocating the frontage road that is located to the east of the Interstate. Draper City requests that a cross-section of the proposed relocated frontage road, which accommodates wider travel lanes, bike lanes, and multi-use trail, be included in the EIS. There is a</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>

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					proposed multi-use trail crossing of I-15 which will connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. The proposed crossing will also serve as a connection of the Bonneville Shoreline Trail, on the east bench, to the Bonneville Shoreline Trail planned on the west bench. This trail link is also identified on the master plans of Bluffdale City and Salt Lake County. The study indicates that a Single Point Interchange is planned at 14600 South. Single Point Interchanges are not conducive to the inclusion of a multi-use trail crossing. Draper City requests that a separated safe trail crossing, in the vicinity of the 14600 South interchange, be included in the I-15 Corridor EIS. We appreciate your consideration of our recommendations and would be available for any further review and comment that you may need on this project.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
52	Public Meeting	Merril	Bingham	Provo	* Prefer the frontage road concept thru Provo with frontage roads extending south of Center St. * Prefer SPUI at Center Street with 2 of the 3 signals eliminated (3 signals would seem to be very difficult to coordinate) * Like the concept of routing 820 North to 620 North. * Center Street viaduct needs to be replaced and widened to 7 lanes. * University Avenue interchange needs to provide for connection to "west side" connector currently under EIS evaluation. * Believe cul-de-sac on Sandhill Rd is a mistake!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
53	Public Meeting	John	Burget	Provo	I feel the Frontage road system is very important in Provo if Geneva road is going to be able to work effectively as an alternate route. The Center Street interchange must have a single point interchange which includes the SPUI and include the frontage road system with braided ramps. I support the replacement of the Center Street Viaduct with two SPUI. However I feel a 7 lane design is necessary in order to accomplish future growth For east/west traffic. I feel the University Ave interchange with the West leg is critical for traffic flow on west side of Provo. I support realigning 820 N to 620 North in order to support the frontage road with reasonable grades over the railroad north of 820 North.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
54	Public Meeting	Blair	Camp	Provo	Prefer Option B with following notes: 1) Can frontage road at Center Street interchange be routed either above or below Center Street to eliminate 2 of 3 traffic lights? 2) I support the frontage roads as they increase emergency access. 3) Traffic pre-emption for all of the signals needs to be designed into the project and installed with the signals rather than retro-fitting afterward (for use by emergency vehicles)	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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55	Public Meeting	Heather	Day	Provo	<p>Please evaluate the residences at 1162 N., 11174 N., 1186 N, and 1191 N., and 1173 N. Reese Dr., Provo Utah for noise impact. Please evaluate in terms of decibel level as well as increase in decibel level for these properties. Please also evaluate the property directly south of 1162 N. Reese Dr. Provo, UT for noise impacts. This property has been subdivided and is being sold for residential construction. These homes will be very close to the proposed I-15 roadway and will definitely have some kind of noise impact. Thank you.</p>	<p>The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information. UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.</p>
56	Public Meeting	Russ	Day	Provo	<p>According to your EIS plans, you will be relocating I-15 to bring the roadway about 300 feet closer to our neighborhood. There is currently no noise wall in your plans to protect our neighborhood. Many of the homes that will be impacted the most are new homes and son-to-be-built homes. Please request that a noise wall be built to protect our neighborhood. Please evaluate the noise impact for 1191 N. Reese Dr. as well as 1162 N., 1174 N., and 1186 N. on Reese Dr., Provo UT 84601. Please respond to me at my email address above and tell me decibel levels and increased decibel levels for all the properties listed above, as well as for the subdivision of new homes that will soon be built directly South of the addresses listed above. Thanks!</p>	<p>The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information. UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.</p>
57	Public Meeting	Kevin	Gariak	Provo	<p>1. UDOT has developed lots of good ideas to address the future transportation issues in Provo & Utah County – Thanks for the options. 2. Frontage road concept appears to move traffic through the Orem/Provo area. 3. Center Street is critical to Provo and needs to be improved. The new SPUI idea looks to be the best solution as proven in the Orem & University Parkway exchange. Access to the west side is critical and with the frontage road and improved Center Street exit, traffic should move better. 4. Need to improve the 820 N. in Provo. With the frontage road, there is no need for an exit. However 820 N need to flow better to the west. The alignment between 620 N and 820 No is a great idea. The connection needs to be above the freeway to clear the railroad tracks and</p>	<p>The Preferred Alternative is Alternative 4: 1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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58	Public Meeting	Deanne R	Jex	Spanish Fork	<p>freeway to have good flow. 5. I vote for option B in the Provo/Orem section 6. Connect the bike trail from Lehi (Point of Mountain) into SLC. Promote bike paths.</p> <p>This is our first notification of your plan to widen I-15 since it was constructed over 40 years ago. My property is in Spanish Fork at the over pass at 400 North and 800 West and it runs south along the freeway. I own 10 acres and I am concerned about any plans that might affect its use. In looking at the proposed widening of the freeway I noticed that there is a proposed retention pond placed on my property. I don't believe that this is in the best interest of the freeway or in the best interest of the use of my property. Since the water in that area runs west towards Utah Lake, it would seem to me that putting a retention pond on the west side of the freeway would be more appropriate. *P.S. I am also concerned that my access to the property along the south side of 400 North would be disturbed. I use this access all the time and would be greatly opposed to anything that would limit, disturb, or diminish my ability to access or use the right of way. Please inform me of any future meetings and especially anything that might affect the 400 North area of the freeway construction. P.S. If you look on the south west side of I-15 & 400 North there is a land locked piece of property that would be ideal for a retention pond. Since this is a piece of property that was left over during the original construction of I-15. I am aware of this because my Dad tried to have the state buy it because it became useless to him when they built I-15.</p>	<p>The final location of proposed detention basins is subject to change based on final design of the highway. Elevation constraints will be evaluated during final design to ensure that highway runoff can be collected, treated and conveyed to an existing drainage system. It can be problematic locating detention basins on the west side of I-15 in this area because of the proximity of the railroad.</p>
59	Public Meeting	Nick	Jones	Provo	<p>Frontage Roads through Provo are important to Provo. 2) a SPUI with only one signal needs to be design modified for Center Street. The Center St. Prov Viaduct needs to be 7 lanes rather than 5. 3) 820 North Provo to 620 North is a great idea. 4) The University interchange needs to include a note that when and if the a leg to the airport is approved through the Westside Connection E.I.S. that it will be included in I-15. 5) The 800 No. Interchange in Orem is preferred.</p>	<p>The Preferred Alternative is Alternative 4: 1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
60	Public Meeting	Douglas L	Jorgensen	Provo	<p>I'm at the new proposed off-on ramp at 1852 So. Sandhill Road (#158). This proposal takes away all my property – 12 storage units, garage, barn, shop (auto body hobby) pasture for two horses, garden spot / raspberries, 20 fruit trees & grapes. It seems there could be a better location especially where there is space that has not buildings. I'm definitely against this proposal because no matter what money I get, I cannot replace what I have (location & income).</p>	<p>The Preferred Alternative is Alternative 4: 1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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61	Public Meeting	Tim	Kelley	Orem	Orem – 800 South (Option A & C) is good way to take traffic off University Parkway. This is especially important "UVSC" (UVU) student traffic away from Univ. Parkway (Mall) & BYU traffic – Good alternative. Thank you for this public hearing.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
62	Public Meeting	Heather & Michael	Graham	Provo	The I-15 Widening & Reconstruction options we saw looked like they would help relieve traffic congestion considerably. I like the idea of having frontage roads as well. As a UPS Drive for 6 years I have seen the need of traffic relief. I don't see I-15 widening as the one solution to our problems. Their also need to be serious consideration for other belt routes to relieve traffic pressure. But these alternate roads need to be sensitive to the residential neighborhoods. I really like the frontage road idea.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
63	Public Meeting	Ben & Erin	May	Provo	Great job at educating us. We think the planning was well thought out – Move forward so we can beat all the growth! It's only going to be more expensive in the future. The frontage road will be perfect for Provo/Orem. Well done.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
64	Public Meeting	Gary	McGinn	Provo	I think the frontage road through Orem and Provo makes the most sense. I like option B the best the SPUI will make things so much better. The realignment of 820 North is great. 500 West needs to have a connection under the freeway. That southwest part of town really needs another way to get in and out. With all of the growth down there, I would hate to see an emergency evacuation. On option B I don't understand why there is a cul de sac on the north side of 1740 going along the frontage road north into Orem. That is the way I get to Walmart.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
65	Public Meeting	K. Brad	Monson	Orem	This is needed. Go forward with it. HOWEVER 1. We can't keep building wider & wider freeways. We have to look at ways of getting cars off the freeways, especially if they only have one person in them A. More & better UTA light rail, commuter rail & local bus service. Look @ the European / Japanese / New York – Washington DC models B. HOV lanes	Commuter rail between Salt Lake and Provo is scheduled to begin construction in 2008.

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					eventually must have 3 or more passengers. 2. Don't be short sighted. This needs to be done down to Nephi. Eventually (30 years from now) Payson will be like Draper is now & Nephi will be like Lehi is now. Make plans now before land values go up & it is more expensive to do something like this.	
66	Public Meeting	Scott	Peppeler	Provo	Option B is preferred Too many lights on SPUI on Center Street Option for 820 North is great Frontage roads is also preferred We need a leg west of University / 1860 S for future to airport	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
67	Public Meeting	Wayne	Parker	Provo	-Include an underpass @ 500 W – I-15 in Provo to facilitate neighborhood traffic - Widen Center Street viaduct in Provo to a 7-lane profile to address future traffic needs - I support option A with a SPUI @ Provo Center Street - At University Ave. int	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
68	Public Meeting	Mark	Petersen	Provo	The proposed option A in the Provo Center – University Parkway looks like a good option to myself & my wife.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
69	Public Meeting	Sam	Ray	Provo	I prefer the frontage road options. I can see the tight diamond @ Provo Center Street flowing better with frontage roads than SPUI. The most important thing in my neighborhood is a fly over the train tracks @ 820 N. Without a fly over, any effort will back up & be wasted. The other thing I suggest is looking @ 2000 N & I-15 in Provo to ensure what ever is built will accommodate a belt road to Provo Airport. I do not like 8th South in Orem, because exits are too close already, but the UVSC traffic disaster must be addressed & there Plans A & B are as good of a solution as I've seen. Thanks for accepting input.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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70	Public Meeting	Gregg	Taylor	Provo	Provo needs better access to the west side! I am for any plan that gives us much more access to the west side. We used the Center Street access to Utah Lake and with four boys we need better access to the baseball and soccer fields on the west side of Provo. In Orem you have much more access to the west side because it is more commercial property and Geneva was operating when the freeway way constructed, Provo needs a SPUI on Center Street and additional underpasses. In addition to the ones proposed we need access at 500 North in Provo. Please give Provo the access road along the freeway from University Avenue to the Novell exchange and a SPUI at Center –	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
71	Public Meeting	Don	Tilley	Provo	I would prefer option A. My only concern is the trains would congest east – west traffic.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
72	Public Meeting	Ray	Valgardson	Provo	"NONE"	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
73	Public Meeting	Roland	Wakamatsu	Orem	Make 800 South offramp line up with 800 S. on west side of the freeway in Option A.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
74	Public Meeting	Robert	West	Provo	The planning is timely and should proceed to const. as soon as possible to avoid gridlock in Utah County. Having visited with Provo City engineers and residents Alternative B through Provo seems to me to be the best alternative with a "SPUI" interchange, or at least alternative A with a SPUI interchange as I understand option A preserves the frontage road system.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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75	Public Meeting	Kelly A	Wing	Provo	I support UDOT's Option A. However I see significant problems with the RR crossing over 820 N. Provo. This has historically been a bottleneck, and although proposals may be difficult, - (if not impossible considering scope of work) this should be evaluated. Great work – look forward to improvements.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange. Provo's letter is addressed in Appendix D, Section D.3.7
76	public Meeting	Mayor Billings		Provo	Lewis K. Billings, Mayor George O. Stewart, Municipal Council Chair Provo City Corporation Re: Comments from the Provo City Administration and Municipal Council regarding proposed Widening of I-15 through Provo City Limits. Gentlemen: During the last several months, Provo City has taken the opportunity to carefully review the alternatives proposed for improving capacity and function of I-15 through Utah County and more specifically through the boundaries of our City. In our estimation, the Project Design Team has done an excellent job in coordinating not only the state-wide needs and issues, but also the needs of the various local jurisdictions along the affected corridor. The website provided by project planners was especially useful and helpful as we sought to understand and evaluate the various proposals. The time project planners were willing to spend with us in responding to our questions and issues was also most helpful and appreciated. I-15 has been a significant transportation corridor and benefit to all of the cities in Utah County for the past 50 years, but has also created a significant barrier for transportation access to both sides of those cities divided when it was constructed. In order to provide for City traffic circulation in the future and to accommodate the continuing increases in traffic volumes and congestion, the following items are a necessity for the plan to be successful: FRONTAGE ROAD SYSTEM – We feel that the frontage road concept is extremely important in aiding and expediting traffic, not only onto the Interstate north and south, but to help facilitate east and west traffic movement in the City. With the connection of our collector and arterial roads to the frontage road system, we will be provided with quicker and more efficient access to underpasses along the freeway. We feel the frontage road system will provide more immediate access to many residential neighborhoods along its frontage with our boundaries and eliminate much of the cross traffic that is currently traversing our cities north and south to a very limited number of interchanges. It will also eliminate traffic that uses the I-15 corridor now as a collector, thus congesting the main line. This will aid in dispersing our traffic to the Interstate without unduly concentrating it in sensitive areas. We strongly	D-64

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					<p>urge the adoption of the "Frontage Road System." We would have preferred the Frontage Road System to continue through the University Avenue Interchange, but we recognize the significant expense that would involve through encroachment into adjacent developments along this section. The 500 West Underpass will help alleviate some of this need which will be addressed later in this review.</p> <p>CENTER STREET INTERCHANGE – We feel that a Single Point Urban Interchange will be necessary for an efficient transfer of transportation between I-15 and our City road network. The current design for the Single Point Urban Interchange as shown on the plans will not accomplish this goal. The SPUI as shown has three signalized intersections which will be very difficult to coordinate and cause additional future unnecessary congestion. We would like to see the frontage road concept taken through the interchange with either braided ramps or some other means in order to eliminate two of the signalized intersections. We have noted the comment on Option B that indicates further design will need to be done on this interchange and we support this effort.</p> <p>CENTER STREET VIADUCT REPLACEMENT – As shown on all of the interchange drawings, the Center Street Viaduct will be replaced and significantly widened. This viaduct needs to be replaced as shown. Our opinion is that this facility should be increased to a seven lane design in order to accommodate the east-west flow that currently exists today and to meet future growth on the west side including the airport.</p> <p>500 WEST UNDERPASS – The 500 West Underpass is needed to accommodate our restricted east-west flow. When I-15 is widened it is likely that the existing frontage road, on the west side, will be narrowed or eliminated. 500 West must connect both sides that have been separated since the original construction I-15 in the 1960's. We fully support this concept and commend the I-15 Team for their consideration.</p> <p>UNIVERSITY AVENUE INTERCHANGE (WESTERN LEG) – As the I-15 Design Team is aware, Provo City's and MAG's long-range plan include a highway from the University Avenue Interchange to the Provo City Airport. This highway will intercept five or six collector and arterial roads on our west side. We recognize that the environmental issues are being addressed in a separate Environmental Impact Statement for the Westside Connector, but emphasize that when this study is completed and assuming the preferred option could be a connection to the University Avenue Interchange, Provo would like this connection included in your plans as final design and funding are arranged for I-15.</p> <p>REALIGNMENT OF 820 NORTH INTERSECTION GENEVA ROAD – In order to provide Frontage Road access with reasonable grades over the railroad north of 820 North it was determined by the Design Team that the 820 North connection needs to be</p>	

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					<p>relocated with an 'S' Bend connecting to 620 North at Geneva Road rather than the current 820 North at Geneva Road. The 820 North Underpass will be eliminated. The 820 North alignment at Geneva Road is undesirable for an intersection and we commend the Design Team for their approach since the west leg of that intersection goes directly into a residential local road. In addition to providing frontage road access and reasonable grades over the railroad, this also connects two important arterial roads on our master Plan for much better traffic circulation. Provo City supports this concept and would like to see it continue through the final development of the project. IN SUMMARY – As we have evaluated the four options that have been presented to this point in the Draft Environmental Impact Statement, Provo City's preference is Option B which includes the "Frontage Road," the Center Street Viaduct replacement and widening, the SPU at Center Street and I-15, the 500 West Underpass under I-15, and the relocation of 820 North Geneva Road Intersection to 620 North with the following exceptions. The Single Point Urban Interchange that is currently conceptual only, needs to be redesigned to accommodate a single signalized intersection without the signalized intersections as shown where the frontage roads join. A notation on the drawings that indicates at University Avenue Interchange, a west leg to the Airport is currently being studied and if a viable and acceptable environmental alternative is chosen, it will be included in the I-15 plan during final design and construction. Also we feel that the Center Street Viaduct in its current five-lane concept will be inadequate for our future needs and recommend that a seven-lane alternative be adopted. We commend the I-15 Design Team for their immense efforts in putting together a very comprehensive study of the needs and impact to the Utah County area and Provo City specifically. We have appreciated your willingness to include our needs and interconnections through this process. We look forward to an efficient and well designed I-15 Corridor through our County, recognizing this as the most important corridor in our region. Sincerely yours, PROVO CITY CORPORATION Lewis K. Billings, Mayor George O. Stewart, Municipal Council Chair</p>	<p>This letter is address in Appendix D, Section D.4.1</p>
77	Email	Mayor Jerry	Washburn, Chair		<p>January 3rd, 2008 RE: Mountainland Metropolitan Planning Organization Official Comment on the I-15 Corridor. To Whom it may concern: Please accept this letter as the Mountainland Metropolitan Planning Organization's (MMPO) official comment on the I-15 Corridor Draft Environmental Impact Statement. We feel it is important to assure that the final alignment meets in the Purpose and Need of the study. The reconstruction of I-15 is consistent with the Mountainland Metropolitan Planning Organization's Regional Transportation Plan (RTP). The MMPO supports Provo City's</p>	<p>June 2008</p>

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					<p>request to have a Single-Point Urban Interchange built at Center Street and I-15. The MMPO also requests a design for the Orem 800 South interchange that reduces the impact on developable land near the intermodal center on the west side of I-15. Additionally, the MMPO encourages full cooperation with American Fork City in the design of the Main Street interchange to ensure compatibility with the City's General Plan. As always, the MMPO will support the final alignment as identified by the Federal Highway Administration in the Final Environmental Impact Statement and will amend our RTP if need. Thank you for the opportunity to comment. Sincerely, Major Jerry Washburn, Chair Regional Planning Committee Mountainland Metropolitan Planning Organization</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>
78	Website	Andrew	Jordan	Salt Lake City	<p>I am writing to comment on the draft Environmental Impact Study for the I-15 Corridor. A multi-use trail crossing of I-15 is vital to connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. This non-motorized regional trail would accommodate foot traffic, bikes, horses, and also serve as a wildlife crossing. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline planned on the west bench. This trail link is identified on the master plans of Bluffdale City, Draper City, and Salt Lake County. Unfortunately the Single Point Interchange planned at 14600 South is not conducive to a multi-use trail use. I would recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the 14600 South Interchange. The Draper City Parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South Interchange, a bike lane on 14600 South, and a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. All three facilities are of regional significance. Currently, 14600 South is heavily used by commuter and recreational road bicyclist. It serves as an important link between the routes used by such bicyclist on both sides of I-15. The bike lane is also identified on the Wasatch Front Regional Council's Bike Plan. I strongly believe that 14600 South accommodate bike lanes in each direction. Any widening of I-15 and reconstruction of the east frontage road should also accommodate safe trail corridors. Sincerely, Andrew H. Jordan</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover</p>
79	Website	Karla	Mercer	Provo	<p>I would like to vote for no frontage road and thoroughfare through Grandview hill...this would be either option C or D. If I have to pick one option, please let me know.</p>	<p>June 2008</p>

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80	Email	Cole	Cannon	Salt Lake City	To Whom it may concern, This is Cole Cannon, of Cannon Investing and Acquisitions, LLC and I am keenly interested in providing some input for the I-15 Utah County corridor. I apologize I wasn't able to make the public hearing. I have been tied up in California so I was unable to make it. In any case, do you have some time when my association, Sean O'Hara, and I can set up a meeting and show you some of our substantial plans for the Benjamin area? We are available anytime after the Christmas Day. Thank you, -- Cole Cannon MPP, Principal, Cannon Investing & Acquisitions, LLC 455 E. 400 S. #400 Salt Lake City, UT 84111 Cell: 714.362.1087 Off: 801.363.2999 cole@cannonlife.com	Potentially impacted property owners have received notification of a potential partial or full take, and have been invited to various meetings to discuss what this means, and the upcoming process.
81	Email	Julie	Durrant	Provo	Please do not put in a frontage road in Provo and Orem. I do not want the frontage road or the off ramps from the freeway to the frontage road. Please eliminate options A and B. Either Option C or D with NO frontage road would be fine with me. Thank you! Julie Durrant 1716 West 1825 North Provo	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
82	Website	Annabella	Hagen	Provo	NO FRONTAGE ROAD PLEASE!!!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
83	Website	Suzette	Astle	Provo	I live on Grandview Hill with very small children that love to play outside. We have a great neighborhood that is relatively quiet. A frontage road with more I-15 exits is not in the best interest for our area. The heavy traffic the exits bring is not what we want. I am Against the frontage roads being built through 1730 North. Please think and consider our neighborhoods. Thanks! My vote is for C or D.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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84	Email	Kristine	Manwaring	Provo	<p>I am completely, forcefully opposed to making 1730/1740 a major east/west corridor. I do not want 1730/1740 to be connected to the freeway in any form. I do not want 1730/1740 to go through under the freeway. 1730/1740 is a residential street. The increased traffic will be unsafe for the many families that live on and near this street. It is wrong to take a quiet residential street and turn it into a major through street. Our neighborhood will fight this very forcefully. It is not worth ruining this neighborhood in order to save people a few minutes of driving. All of the city East of this neighborhood is already built out. There will not be a significant increase in traffic in order to justify ruining this neighborhood. You will just have to use the existing corridors you already have. It is too late to change this street into a major corridor. Do not increase the traffic of 1730/1740 at all.</p> <p>Kristine Manwaring</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
85	Email	Annabella	Hagen		<p>NO FRONTAGE ROAD PLEASE.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
86	Email	Heather	Durrant		<p>I don't want any frontage roads. Please do not put in frontage roads.</p> <p>Sincerely Heather Durrant</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
87	Website	Patricia	Banner	Provo	<p>My husband and I agree that something needs to be done and soon. We live just south east of the Provo center street ramps. Getting to our home is near impossible from any direction because of the traffic congestion and the situation will only get worse. I would like more detailed information on what is being proposed for our neighborhood. The maps provided on your web site aren't detailed enough to show how the plans will affect our home. We are interested in selling our home and moving but with the possible changes no one will buy in our area.</p>	<p>Potentially impacted property owners have received notification of a potential partial or full take, and have been invited to various meetings to discuss what this means, and the upcoming process.</p>

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88	Website	David	Tanner	Provo	Options C or D please.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
89	Website	Willow	Larson	Provo	I live on Grandview Hill in Provo and am against turning 1730 North into a busier street.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
90	Website	Refused	Refused	Logan	I am writing this as a concerned person that lives in the cache valley area. WERE HAVE ALL THE SNOW PLOWES gone? I can think of numberous times when this snow storms have hit was in the vally of cache valley and i didnt see one snow plower. There was one day that there were 7 wrecks in one hour and still the road have gone to pot this year. Why doesnt something get done???	This comment refers to topics outside the scope of the I-15 project.
91	Email	Linda	Sullivan		I do not want option a or b. I think c or d would be the better option to pursue. Linda Sullivan	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
92	Email	Derek	Fackrell	Lehi	On your maps and legend, it says you are going to do a partial take of my property. How do I find out how much is partial. If the freeway comes any closer to my house it will be un-liveable. The vibrations from the existing set up already causes pictures to fall off the walls and light fixtures to become loose and fall. Derek Fackrell 1711 n 600 w Lehi, Ut. 84043	Potentially impacted property owners have received notification of a potential partial or full take, and have been invited to various meetings to discuss what this means, and the upcoming process.
93	Letter	Kent	Player	Draper	Kent Player, Committee Chairperson To whom it may concern, The Draper City Parks, Trails, and Recreation Committee appreciates the opportunity to review and comment on the draft Environmental Impact	During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the

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					<p>Study for the I-15 Corridor. The Draper City parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South interchange, a bike lane on 14600 South and the east frontage road, and a multi-use trail parallel to the UTA railroad right of way and east frontage road as the Point of the Mountain. All three facilities are of regional significance. The proposed multi-use trail crossing of I-15 will connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline Trail planned on the west bench. This trail link is also identified on the master plans of Bluffdale City and Salt Lake County. It is our understanding that a Single Point Interchange is planned at 14600 South, which we feel is not conducive to a multi-use trail use. We therefore recommend that the plans for the I-15 reconstruction include a separated safe trail crossing in the vicinity of the 14600 South interchange. Currently, 14600 South and the east frontage roads are heavily used by commuter and recreational road bicyclist. The east frontage road serves as an important link between the two counties, while 14600 South serves as an important link between existing bicycle routes on both sides of I-15. These bike lanes are also identified on the Wasatch Front Regional Council's Bike Plan. We recommend that these streets accommodate bike lanes in each direction. The proposed multi-use trail parallel to the Utah Transit Authority railroad right of way and east frontage road at the Point of the Mountain will provide a link from the existing Porter Rockwell Trail, which currently extends north in Sandy City, to the proposed Murdock Canal Trail in Utah County, which is planned to the mouth of Provo Canyon. The trail is also identified on the master plans of Salt Lake County, Lehi City, and Mountainland Association of Governments. We recommend that any widening of I-15 and reconstruction of the east frontage road accommodates a safe trail corridor. We are aware of the request of the Draper City mayor and council regarding a road bridge crossing of I-15 at 13800 South. We also support this crossing, as it would also provide much needed pedestrian and bicycle access across the freeway in this area. We appreciate your consideration of our concerns and would be available for any further review and comment that you may need on this project.</p>	<p>Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>

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94	Comment Form	Midge	Johnson	Provo	<p>On Sat. Dec 15 I went to see your open house and gave some comments to the recorder. I have studied the plans further & want to change my recommendations. #1 I still believe the frontage road concept is best #2 the frontage road system should be taken through the Center Street Interchange & the best interchange to move the traffic through should be considered #3 the Center Street Viaduct will need to be replaced & significantly widened. #4 We need a 500 West underpass that connects on both sides as our east-west traffic flow is very restricted. #5 Please remember to plan around our Univ. Ave interchange & connector road to the airport. #6 We need a realignment of 820 N. intersecting Geneva Road with a "S" bend connecting to 620 N. An official letter was sent to Merrill Jolley & Ron Clegg detailing our desires. Thank you very much!</p>	The Preferred Alternative includes a proposed underpass at Provo 500 West, and a realignment of 820 North with the intersection of Geneva Road at Boat Harbor Drive. UDOT is coordinating between the I-15 project and the Provo West Side Connector Project.
95	Website			Provo	<p>Please do not impact 1730 North, or 800 North in Provo with an off ramp to a frontage road. These neighborhoods are some of the best Provo has to offer on the west side and it will ruin them.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p> <p>Comment noted</p>
96	Email	Bill	Jardine		<p>Even though it will be a painful construction period, I believe that reconstruction and widening of I-15 is sorely needed. I think that it would be short sighted to reduce the lanes going each way from 4 to 3 at Benjamin. I think that comparatively little traffic enters or exits the freeway at Benjamin. I think that a better place to reduce the number of lanes from 4 to 3 would be at Santaquin where there is substantial growth already. Then the remaining 3 lanes could extend on to Nephi and then 2 lanes each way could extend on from there to the south. Thanks for your time. Bill Jardine</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
97	Email	M. Steven & Kathryn A	Andersen	Provo	<p>To Whom It May Concern: Please register our opposition to the construction of a frontage road along I-15 between 820 North and 1730 North in Provo. We own a home along 1730 North, and have noted a steady increase in the number of vehicles that use this street as an east-west through way. If the proposed frontage road were to be built, the further increase in such traffic would grow to alarming proportions. There are many small, school-aged children that cross 1730 North on their own to get to school, and many who play in the area after school. This is not a workable solution, and should not be adopted. Instead, please approve Options C or D, which do not include the frontage road. M. Steven and Kathryn Ann Andersen</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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98	Court Reporter	Craig	Brady	Lindon	CRAIG BRADY: My statement is please contact me regarding the impact of the expansion on my property. The physical location of your property is 125 South 1200 West, Lindon 84042. And as far as the parcels and maps and things like that, it shows up as Highway 059 parcel number 173, if that helps.	Potentially impacted property owners have received notification of a potential partial or full take, and have been invited to various meetings to discuss what this means, and the upcoming process.
99	Website	Dan	Thomas	Provo	I strongly oppose the construction of an offramp and underpass at 1730 North in Provo. While an interchange there would provide improved access to homes west of I-15 to the freeway, it would dramatically and unacceptably increase traffic through Grandview Hill along 1730 N into Provo. This area is very much residential with a considerable population of young children. As I drive 1730, I see no feasible way of widening the street and, as presently laid out, the two roundabouts would be impossible for larger trucks to negotiate. The problem with this solution is that homes are already constructed and cannot move. Finding an area that is less populated/built up (e.g. 8th North ...already have an underpass there) would be a wiser option. This issue has been debated before and was rejected as a viable alternative. At some point we should be able to have reassurances from the State that this issue will not keep coming up every other year. Ready to go to battle on this one, Dan Thomas	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
100	Court Reporter	Barbara Ritchie and Larry	Guercco	American Fork	Barbara Ritchie Guercco. We live at 279 South 100 West in American Fork, Utah. The concern I have is the property line of where the proposed freeway is going to go, how it's going to affect our property. We were looking on the chart and there was the sound wall that was coming and it ends in our backyard, but the bend around the road that has -- going around the freeway, we have all types of accidents that happen there and cars come through the fence that's existing now. But the sound wall ends right there, so what we were wondering is if we could get the sound wall up further across the property so that when the accidents happen, there's a wall right there instead of coming through. In what direction? BARBARA: North. Okay so the sound wall would need to go north? Yeah, because right now -- the proposed sound wall ends right in our backyard --yeah, in part of our yard. So where the accidents occur there is nothing there but the fence. So that is just immediately north? BARBARA: Yes. Immediately north of that.	LARRY: Yes. There's accidents that come through the fence and end up in our driveway and UDOT comes out and says, "Well, yeah, the fence is broke. We'll get somebody on it." We never see anybody again. The fence is still down from an accident that happened two years ago. BARBARA: They come out and check but they never come back after they

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					check to see where the fence is down. They said, "We'll send somebody out to fix it," but they haven't. We get at least one or two year, accidents. LARRY: One or two accidents a year. BARBARA: Right there in that spot, so there's what our concern is.	
101	Court Reporter	Carl (with help from Lisa Kirton)	Mellor	Lehi	<p>CARL MELLOR: My name is Carl Mellor, 895 North 940 East, Lehi, Utah 84043, (801) 768-8665. Our property is known as Mellor Hidden Meadows, which is a reception center, and it extends along the freeway for 1,075 feet north of approximately 900 north in Lehi and Dry Creek on the west side of I-15.</p> <p>Now, we get little support from UDOT on the idea that we are a public service facility. People don't have weddings or they don't have family parties or they don't have reasons to come to us unless they serve the public, and we have one of the most beautiful facilities on I-15 any place in the state. And so we do need our patrons to be protected from the noise of the freeway, and we would like to request that the freeway sound barrier be extended the full length of our property. What's interesting is they do have a sound barrier north of Dry Creek to protect a residential area which is nothing more than very low cost and dilapidated trailer courts, but they have designed into the system sound walls to protect them. Across the Dry Creek and our property which is more amenable to public than are the trailer homes, there's indication that UDOT is not interested in helping us.</p> <p>But what's interesting, all of the trailer courts are rented to people, and that makes it a residential area, but it is a business property that the people who own the property collect rent, which makes it commercial. So we fit the same category when you look at business property, but we far exceed the notion that we should be protected from the noise of the freeway and certainly our patrons should.</p> <p>Question to clarify: When you say extend the sound wall, in which direction are you saying? CARL MELLOR: South of Dry Creek and north of 100 East and 9th North.</p> <p>Clarify: Continue it south? LISA KIRTON: Yeah, they have it proposed up to our property and then nothing.</p> <p>Mention the property taxes. We pay more property taxes on that. CARL MELLOR: We have a very elegant setting. We pay – the state and the county assesses us for property taxes for actual money thousands of dollars more than they assess all property north of us for over a block and south of us for over two blocks. We've analyzed it, and we're being treated unfairly by the state in one</p>	Comment noted

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					<p>case, and we just feel it would be proper to protect our service to the public with a sound wall.</p> <p>LISA KIRTON: The people that come to see our facility before they book their weddings, if we take them outside and it's cold or overcast or something, they hear a lot of noise and some of them will just -- "Oh, we can hear the freeway too much. We don't want it there." They don't realize what we have to offer. So that has affected our business to some extent.</p> <p>CARL MELLOR: The noise of the freeway is the most negative point that we receive from the public. It prevents us from having an adequate -- more business. The most negative comment we get from potential patrons is "We don't want to have a reception with all to noise of the freeway," and realizing some days you don't hear the freeway too much depending on which way the winds are blowing, and some days you hear it terribly bad. But it is -- of all the negative reasons for not holding a reception there is the freeway noise.</p> <p>LISA KIRTON: We just want to be considered, and we voiced our opinions many times.</p>	
102	Court Reporter	Keith & Stephanie	Walters	American Fork	<p>KETH WALTERS: We prefer option C. I also had a question -- I saw on the internet -- actually somebody printed it off where the frontage on his -- I wasn't sure where it was though -- it was taking up like 19,000 square feet on his property. Just the question I had on the -- that's the diamond; is that correct? The impact it would have with noise and traffic, and there's probably not enough homes for UDOT to come in and consider a noise wall to be there. Is that the only place it was impacted was on the diamond or was there another drawing? We would like to know more about the impact of the ground that's going to be affected with all three options, the 19,000 square feet that will be impacted. Hopefully somebody can come talk to us personally that can give us more time without the interruptions. It's hard in here because you ask a question and they are explaining it, but somebody else will ask and they get sidetracked. Maybe someone with UDOT, to find out what the plans are and how it's going to affect us.</p>	<p>The Preferred option for American Fork Main Street is Option C. Under this alternative your parcel is only impacted along the border of I-15 and not along the property line located adjacent to Main Street. Coordination will occur with you as the project progresses.</p>
103	Website	Lisa	Thomas	Provo	We are NOT in favor of options A or B which would make 1730 north in Provo (which is a quiet neighborhood road) a freeway thoroughfare to the eastern part of Provo. This road runs near a school and church to which many students walk. This proposal would change the nature of our community and put out children at risk.	<p>The Preferred Alternative is Alternative 4: 1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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104	Website	Roland	Henrie	Provo	<p>Dear DEIS Committee:</p> <p>The most important item in the Utah County-Salt Lake County I-15 Corridor DEIS plans in my opinion is an addition of an 8th NORTH EXIT in Provo. The decay of Provo can easily be attributed to poor freeway access. All of the growth along University Parkway could have been in Provo providing tax money to Provo instead of Orem and more providing local jobs. In comparison, the Provo Center street is just an embarrassment, not a great improvement to our lives. In addition the largest Hospital in Utah County is almost impossible to access in emergency situations because of the poorly designed infrastructure. There should be additional feeders to the Hospital, BYU, Provo College and other local opportunities. The loud complaints of the tiny few impacted residents have caused a huge negative impact on many thousands. The needs of the community at large should be considered instead of the complaints of a tiny few impacted families. Please look beyond the residents on 8th North to see the comments of the thousands who must increase traffic on residential roads because there is no feeder roads. Please help! All of the residents in the near by areas who are NOT directly on 800 N agree. The rest of Provo agrees. The business owners agree. The emergency and medical communities agree. There must be a NEW I-15 EXIT to give Provo life and a fighting chance for improvement. I suggest A or B. Thanks for reading my comments. Roland Henrie</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
105	Website	George	Rowan	Lindon	<p>HOV/Car Pool lanes don't work in Utah because people won't or don't use them legally or I'm afraid that many people can't read signs. Those who use these lanes are mostly mothers/fathers with children, car poolers, those using it illegally and those that pay for the privilege. Since we all pay taxes to build freeways all lanes should be open to all vehicles except trucks which should be restricted to the two right lanes if there are 3 or more lanes.</p>	<p>Comment noted</p>
106	Website	E. Alan	Pinkston	Provo	<p>I am registering my "do not do it" regarding the connector road from west of the I-15 freeway to 1730 North on Gandview Hill. That road proposal is not a good idea.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
107	Email	Joyce E	Anderson		<p>Please register my opposition to the construction of a frontage road along I-15 between 820 North and 1730 North in Provo. I own a condominium in Grandview Farm along 1730 North, and have noted a steady increase in the number of vehicles that use this street as an east-west through</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include</p>

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					way. If the proposed frontage road were to be built, the further increase in such traffic would grow to alarming proportions. There are many small, school-aged children that cross I-15 North on their own to get to school and many who play in the area after school as well as elderly folks who walk along that road. This is not a workable solution, and should not be adopted. Instead, please approve Options C or D, which do not include the frontage road.	the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
108	Email	Matthew E	Kirksey	Orem	wish to take this opportunity to comment on the draft Environmental Impact Study for the I-15 Corridor. A multi-use trail crossing of I-15 is vital to connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. This non-motorized regional trail would accommodate foot traffic, bikes, horses, and also serve as a wildlife crossing. It will also serve as a connector trail between the existing Bonneville Shoreline Trail on the east bench to the Bonneville Shoreline planned on the west bench. This trail link is identified on the master plans of Bluffdale City, Draper City, and Salt Lake County. The Single Point Interchange planned at 14600 South is not conducive to a multi-use trail use. While developing plans for the I-15 reconstruction, please include a separated safe trail crossing in the vicinity of the 14600 South Interchange. The Draper City Parks, Trails, and Recreation Master Plan identifies a proposed multi-use trail crossing of I-15 in the vicinity of the 14600 South Interchange, a bike lane on 14600 South, and a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. All three facilities are of regional significance. Currently, 14600 South is heavily used by commuter and recreational road bicyclist. It serves as an important link between the routes used by such bicyclist on both sides of I-15. The bike lane is also identified on the Wasatch Front Regional Council's Bike Plan. We recommend that 14600 South accommodate bike lanes in each direction. Any widening of I-15 and reconstruction of the east frontage road should accommodate safe trail corridors. Matthew E. Kirksey Collision Safety Engineering, L.C. 801-229-6200	During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.
109	Email	Paige	Hoyt	Lehi	To Whom it May Concern, I am very opposed to the highway location being selected in Lehi running parallel to 2150 North Lehi, Utah. If there is any additional information or additional venues where I can voice my opinion more thoroughly, please advise. Sincerely, Paige Hoyt	This comment refers to the Mountain View Corridor project and has been forwarded to that team.
110	Letter	Christopher A	Blitoff		Thank you for the opportunity to review and comment on the draft Environmental Impact Statement for the I-15 corridor. We support the I-15 widening and reconstruction alternative with the following added recommendations: (1) a multi-use trail crossing at the 14600 South	During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to

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				Interchange (exit 288); (2) bike lanes for each direction on 14600 S; (3) a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. These proposed additions are of regional significance and are included in Salt Lake County's Parks, Trails and Recreation Master Plan, Bonneville Shoreline Trail Alignment Plan, Draper City Parks, Trails and Recreation Master Plan and the Wash Front Regional Council's Bike Plan. Cyclists use 14600 S as a major east-west commuter and recreation conduit. Yet, the proposed Single Point Urban Interchange proposed for Exit 288 is not conducive to safe non-motorized travel. A multi-use trail crossing would allow non-motorized users to safely cross the I-15 corridor at 14600 S. In addition, this trail crossing would connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale, and would permit linkage of the Bonneville Shoreline Trail on the east bench with its west bench counterpart. Given the heavy bike use of 14600 S, bike lanes are needed on each side of this road with safe access to the I-15 crossing. Any I-15 widening and reconstruction of the east frontage road should include a safe trail corridor for non-motorized users. For this we proposed a multi-use trail parallel to the Utah Transit Authority railroad right of way and east frontage road at the Point of the Mountain. This would connect the Porter Rockwell Trail to the proposed Murdock Canal Trail in Utah County. This proposed trail corridor, identified in the Salt Lake County, Lehi City and Mountainland Association of Governments master plans, would provide non-motorized access from Sandy City to the mouth of Provo Canyon. Please understand that access to non-motorized travel must be an important consideration in any transportation plan. It is also far less expensive to include non-motorized travel in the original plan than it is to accommodate this need at a later date. Thank you for considering our recommendations. Sincerely,	Coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 14600 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.	Comment noted
111	Letter	Erica A	Powell	Lehi	As a small business that looks at every aspect of business, we feel that any change will and has already effected us. A few years ago when the cement barrier was installed between North and South bound traffic our existing sign and advertising became less visible. There is about 3 second that traveler/driver can see within our building or sign. Smaller vehicles traveling North to Salt Lake City do not now see our advertising. This is a negative effect on us. We do realize that safety is impacted when drivers look elsewhere. I think that American Fork has many more calls for accidents on their turn than Lehi. We purchased our property along the freeway because we knew its value. Potential customers are forced to look at our advertising for 3 seconds whether they like it or not. If not in their consciousness, In the sub consciousness they are reminded of us because	Comment noted

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					<p>we are along the freeway and took advantage of the fact in our purchase of real property. Someday we will sell a chunk of our property. Being seen along the freeway will and does effect the values of our property to potential buyers. As more vehicles pass daily and hourly. We have more advertising, minus the cars that cannot see us northbound. We hope to keep this value. There is some property before the UDOT barrier chain link fence. An expansion of the freeway will probably not require purchase of property from us. The likelihood of having a higher wall could happen. We do not want wall on our portion of the freeway. We have never had a vehicle come off the freeway on our side since we have been in business. Please do not install a wall that negatively effects our advertising, real property value and ability to provide work for ourselves and employees. State Road is already asking if they can encroach on us with a walking trail on the other side, Lehi City. Do not put a wall that is graded such that our signage is not as effective. Thank you for the opportunity to comment. We enjoyed the wonderful people that we worked with in your office several years ago when we purchased our property. Sincerely, Erica A Powell, VP A-1 Custom Garage Doors, Inc</p>	<p>The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information.</p> <p>UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.</p>
1112	Comment Form	Ron	Bryan	Spanish Fork	<p>I live near the area of Spanish Fork where I-15 will be expanded from 2 to 4 lanes. The freeway noise already makes our backyard extremely noisy! If this increased to 4 lanes each way a noise wall is a must.</p>	<p>The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information.</p> <p>UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.</p>
1113	Comment Form	Brent & Tina	Lindsay	Spanish Fork	<p>Since 1996, the entire Mitchell subdivision has wanted a sound wall. Besides what is listed on my documents attached (SF City agenda request form and 1995 UDOT noise policy) we have also had several serious accidents along our fence line. Spanish Fork City should have record of petitions signed on this issue and requests over the past 12 years that I am aware of. Please install a sound wall for the well being of our area. Thank you Tina Lindsay</p>	<p>The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information.</p> <p>UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design</p>

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					stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
114	Website	Todd	Christensen	Provo	My wife and I wish to register our opposition to a frontage road and thoroughfare through Grandview Hill. It would most certainly direct too much traffic through a heavily populated residential area. This would create concerns for safety of children walking to and from nearby elementary schools, churches, and friends homes. An increase in traffic congestion and noise would destroy the desirability and beauty of the area. Please consider options C or D.	During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.
115	Email	Anne	Podlesak	Bluffdale	Dear UDOT: Please reconsider your initial thoughts to connect the Draper trail system to the Bluffdale trail system with a cross-over type bridge over I-15. A connection that would go UNDER I-15 in the form of a tunnel would be a MUCH better planning decision. While we have two very well trained horses, I can guarantee that neither of them would be comfortable crossing over multiple lanes of traffic on a bridge, given the wind, the noise, the motion under their feet, etc. We really value the ability to ride multiple interconnecting trails here in the south portion of the valley, and I strongly believe adding in a cross-over type bridge to connect these 2 trail systems is going to do nothing but PREVENT people from using that connector, not ENCOURAGE them to use it. If the current 14600 underpass could be expanded to allow for the passage of equestrians (as well as hikers, runners, bikers and wildlife), I think this would be the best and safest method to allow us to continue to enjoy the trail system in the Bluffdale/Draper area. Thanks for your time and consideration of this. Sincerely, Anne Podlesak 3104 W. 14865 South Bluffdale, UT 84065	During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has
116	Email	David W	Podlesak	Bluffdale	Dear UDOT: Please reconsider your initial thoughts to connect the Draper trail system to the Bluffdale trail system with a cross-over type bridge over I-15. A connection that would go UNDER I-15 in the form of a tunnel would be a MUCH better planning decision. While we have two very well trained horses, I can guarantee that neither of them would be comfortable crossing over multiple lanes of traffic on a bridge, given the	During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has

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					wind, the noise, the motion under their feet, etc. We really value the ability to ride multiple interconnecting trails here in the south portion of the valley, and I strongly believe adding in a cross-over type bridge to connect these 2 trail systems is going to do nothing but PREVENT people from using that connector, not ENCOURAGE them to use it. If the current 14600 underpass could be expanded to allow for the passage of equestrians (as well as hikers, runners, bikers and wildlife), I think this would be the best and safest method to allow us to continue to enjoy the trail system in the Bluffdale/Draper area. Thanks for your time and consideration of this. Sincerely, David W. Podlesak 3104 West 14865 South Bluffdale, UT 84065	been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.
117	Email	R Bruce	Barrett	Provo	<p>Having served a term on the Orem City Planning Commission, I am very aware of the mantra: "It's a great idea, but not in my back yard". Nevertheless, I want to go on the record as an adamant opponent to the proposal to create an access road off of I-15 that would eventually find its way East along 1730 North in Provo.</p> <p>I truly believe that 1460 North would be a better solution. It is better prepared to handle the anticipated increase in traffic. Yes, I am aware there is a curve in the road going down the hill to Columbia Lane, but it is wide enough to accommodate the traffic and would also cause a reduction in speed descending the hill.</p> <p>R. Bruce Barrett 1762 N 1950 West Provo, UT</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
118	Email	Gil	Bertelson	Provo	I can't believe that this possibility is even being considered. I am highly opposed to the suggestion!!! In speaking with a former member of the Provo Planning Commission, he tells me that the long term master plan was to accommodate an off ramp at 2000 South in Orem, where an underpass already exists. Why would anyone even consider establishing an access that would funnel high volumes of traffic into a highly condensed residential area such as Grandview? Such an off ramp would impose a significant negative effect on one of the nicer neighborhoods in all of Provo. There has to be a better alternative. Gil Bertelson, 1698 North 1880 West, Provo, UT	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
119	Email	Adam	Cowie	Lindon	Please accept this email as official public comment from Lindon City - concerning the I-15 widening project. Lindon City is grateful for the efforts that have been made towards this project. We understand the need for the widening of the freeway - and desire to be a willing participant in the planning, design, and construction	Lindon's letter is addressed in Appendix D, Section D.3.1

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					<p>phases of the widening project.</p> <p>Upon review of the document we found that at the 'All American Gymnastics' building located at 95 South 1400 West (Western Coil Rd) - (but the road is identified incorrectly on the attached map as "100 South") is not identified as a taking - and does not show up on your air photos. The project shows this lot and another vacant lot as future detention basins. (parcels numbers 29 and 165 on the tables provided in your EIS). Note that the maps also have some of the Lindon roads mis-labeled.</p> <p>Please note this mistake for parcel #165 as it is not a vacant parcel. If constructed as shown, there is a complete taking of a two-year old commercial building that now houses the All American Gymnastics building.</p> <p>Of additional notice and concern are the following issues:</p> <ol style="list-style-type: none"> 1. Landscaping of off-ramps: Lindon had previously invested a large amount of money and interest in the landscaping around the PG/Lindon off ramp. The proposed construction shows that it will eliminate much of this landscaping on the four corners of the off-ramp. The City desires to know if the landscaping will be replaced or repaired as much as possible under this project? Will landscaping of the 1600 North exit also occur? If there are no plans to landscape the off-ramps after construction, how can Lindon (and potentially Pleasant Grove and Orem) participate with UDOT to see that the off-ramps are re-landscaped (or newly landscaped) in a similar fashion? 2. Lindon Heritage Trail under-crossing: The City currently has plans for the Lindon Heritage Trail to cross Geneva Road and then turn south along Geneva Rd to cross under the freeway and then head out towards Utah Lake. The City has purchased right-of-way on the west side of the freeway leading up to the overpass - and has a majority of the needed right-of-way on the east side of the freeway. It is critical for the trail project to ensure that the bridge structure for the I-15 crossing of Geneva Road is sufficiently widened to accommodate the trail under-crossing needs. The current proposal for the trail route will take it on the west side of the railroad tracks and under the freeway on the western most portion of the bridge structure. We would be happy to have you meet with our project engineers to discuss this trail crossing need - but want to make sure it is on the record for the widening project so that the structure will consist of adequate width and design to accommodate the future trail crossing. Please contact us on this specific design issue. 3. Pedestrian improvements at over-pass crossings: The City is interested to know if pedestrian accommodations (sidewalks or other) are being incorporated in the reconstructed over-passes at 200 South and 2000 	

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				West	West. The over-passes are currently very narrow and are not wide enough for safe pedestrian crossing in either direction. Please inform us of any proposed pedestrian improvements on the 200 South and 2000 West crossings - or if no improvements are planned, how they could be added to the project. Thank you for your time and attention to these issues.	
		Adam Cowie	Lindon City Planning & Development Director	100 N. State Street Lindon, UT 84042 Phone (801)785-7687		
120	Comment Form	Patsy	Gilbert	Spanish Fork	I have lived on this street since 1980. Yes, the freeway was here first. But I never realized how noisy the traffic would get through the years! It's almost impossible to keep your doors and windows open in the summer and I face the freeway. I can imagine what the neighbors next to it go through. Along with the noise there is the accidents the neighbors witness in their yards. You wouldn't dare use their backyard. I like my neighborhood and the people here so I really don't want to change residences. A sound wall would help a lot no matter what you decide to do to the freeway. Thank you Patsy Gilbert	The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information. UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.
121	Comment Form	Michaela	Swan	Spanish Fork	We would love to see a sound wall put up in our neighborhood. For the safety of our children, as well as to quiet our neighborhood. We have experienced a car go through the fence of my neighbors and land in their backyard from the freeway. How awful if there were kids in their yard at that time!!	The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information. UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.

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122	Email	Theresa	Jenson		<p>UDOT, I do understand that there is a need for better connection to I-15 in Utah County. I do not see how making a new connector to I-15 at 1740 N will help since this connection would be very close to the University Parkway exit. It would seem that a connector somewhere midway between University Parkway and Center Street would move advantageous. Also, since most of the traffic is being caused by the building west of the freeway, would 800 North alleviate more traffic than 1740 North? A new exist at 1740 N would not connect any traffic to commercial and would promote what is now 'prime' residential in Provo to change to commercial. When I look at Salt Lake and their connectors, none of the exits are immediately into residential properties. There also aren't exists every 6 blocks until the center of town, i.e. 1300, 900, 600, etc. The 800 North would exit into a commercial area of Provo, which would seem to make more sense.</p> <p>Sincerely, Theresa Jenson</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
123	Court Reporter	John	Cragun	Provo	<p>John Cragun, 976 North Geneva Road, Provo, Utah. I like the Option A right now on the interstate especially at my place to get rid of the corner that kills a lot of people. Every Friday I lock up there and the freeway is stopped, so I would like the corner straightened out. That's it.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
124	Court Reporter	Sorrel	Jenkins	Provo	<p>I like A, and I think it's done very nicely, the layout, and answering all the options on the tables. I think it's a very nice presentation. I think the widening proposal -- it's not going to be demolishing houses and riding rough shot over people's lives. I'm sure the people who live right there are going to get a wall right in the face aren't going to like that too much. I think it's a nice balance. I like what I see, and I'm also quite happy to see talk about the commuter rail.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
125	Court Reporter	Midge	Johnson	Provo	<p>My name is Midge Johnson, and I just would like to say that I'm on the Provo City Council, and I am for Option A in the Provo/Orem area. I think that's the best option. I really like the frontage roads, and I think that would be good. I don't know too much the difference between the SPUI and the diamond, but it sounds like the diamond exchange is probably a little more favorable as far as with the frontage road added as well. That's what I've heard, but I just wanted to go on record to say that I liked Option A the best.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South</p>

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126	Court Reporter	Douglas L	Jorgensen	Provo	<p>I have property on 1850 South Sandhill Road in Orem, and they have proposed a new access on/off ramp that wipes me out. So I am against it. I don't know what else I can say, but it seems to me like they could pick somewhere where there is not so many homes. There is some undeveloped land, so -- I don't know what recourse I have, but I spent all my life -- I got 12 storage units, and I just poured a foundation to build some more. It's in the process now. Orem City did give me a building permit, so I did get the building permit to do that, but it seems to me like there could be a better way than to wipe me out, take all my storage units, my shop, my barn, my pasture, my garden, my wonderful fruit trees. Some things I can live without but not the fruit. Do I have any recourse or what?</p> <p>PAM MURRAY: I'm going to take you back in (to the public hearing room) and talk to some people to have some of your concerns addressed.</p> <p>SORREL JAKINS: I've been talking to Clegg in there now. I did make a letter and I put that in.</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
127	Court Reporter	Joseph	South	Provo	<p>I'm in favor of options that support multimodal transportation. Because of that I'm in favor of Option A because I believe it will encourage use of the commuter rail at the proposed multimodal center that they are proposing in Orem. I'm against a combination SPUI and frontage road design at Center Street in Provo because I believe it will be less efficient than the frontage roads and diamond option alone. I'm also in favor of plans that encourage bicycle transit as a serious option for local commuting, and I don't know if that has bearing on this particular project or not, but I wanted to express my support anyway.</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
128	Court Reporter	Harshadrai	Patel	Provo	<p>HARSHADRAI PATEL: We own property at 1625 West Center Street in Provo. We just looked at all the maps, all the maps' indication that we're going to have portion of property is going to go or they wanted to take the whole property. We love Provo. We don't have any problem with the state of Utah, with anybody. We don't have problem to give portion of the property, whatever the state needed for the public use, you know, and help us to relocate the business or establish our business with the portion left, give it to us would be the best. That's my option. All right.</p>	Potentially impacted property owners have received notification of a potential partial or full take, and have been invited to various meetings to discuss what this means, and the upcoming process.
129	Court Reporter	Tejal	Patel	Provo	<p>My name is Tejal Patel. This property is our bread and butter, so we wanted to save the rest of property. You know, what you want for public use we are ready give it to you, but rest of building we like to stay. Okay. Address is 1625 West Center Street, name of the business, Econologe of Provo. It's in Provo, Utah.</p>	Potentially impacted property owners have received notification of a potential partial or full take, and have been invited to various meetings to discuss what this means, and the upcoming process.
130	Website	Valerie	Paxman	Provo	<p>I am opposed to the 2 proposals for a "frontage road" next to I-15 with exits near, and filtering to, 1730 North in Provo. This is a well-established, completely residential neighborhood with hundreds of small children that</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in

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					<p>cross 1730 North several times a day to get to and from school and their neighbor's houses. There is no other route to take to school except to cross this street. We are already experiencing a high number of speeding cars and accidents along this road without the added congestion of freeway traffic. More access from the freeway will only increase traffic and accidents further.</p> <p>I especially do NOT want an underpass at 1730 N. from the east to the west side of the freeway. This will make our residential street a thoroughfare from the west side of Provo to the east side. This will affect my lifestyle, my property value, and my children's lives adversely.</p>	<p>The Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
131	Court Reporter	Laura	Nelson	Provo	<p>Laura Nelson of Provo and I live in the West Park subdivision, which is very close to I-15, Center Street, and Geneva Road, and I have a concern about I-15 alternatives. First of all, my preference for I-15 is the frontage road concept or some people call it something else, but you know what I'm referring to as the -- PAM MURRAY: Well, there's the frontage roads and there's options with the frontage road. So did you have a preference of the options? LAURA NELSON: Maybe I haven't looked at all the options close enough, but I wasn't opposed to any of the frontage road options when I saw them before -- when I've seen them before, and I don't think anything has changed since I looked at them last, basically the same options. And I did find out that that does not really impact my neighbors, but it might impact the trailer park behind my neighborhood slightly. But I do have a concern about the traffic, and this is part of I-15 traffic, and that is, when I-15 is backed up, my neighborhood gets overflow traffic, and they are looking for a shortcut to Geneva Road. So they turn off Center Street, and they go through my residential area, and they go at pretty high speeds. And I had an 18-wheeler take out some of my landscaping on the corner. I'd like to see some kind of signage saying something so the truck drivers won't think they are taking a shortcut to Geneva Road or other people won't think it's a shortcut or frontage road. I see that a lot. Any time the freeway is backed up and the people want to use Geneva Road as an alternative we see that there. So it's kind of a mess. We have very small streets, and there's really only room for one car to go through when cars are parked along in front of the residences. You have to pull over and wait for the other car to go through to come in the other direction. So that's a real concern I have. Just -- I don't know -- I didn't really look at any of the - I've looked into the Geneva Road open house, and I've been to the Mountain Land Transportation open house, and so this has answered a lot of my questions. Another comment I have is I'm just really disappointed that the Geneva Road option associated with this is only</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange. Final design will comply with the reviewing agencies' concerns regarding structures over the Provo River.</p>

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					<p>going to be three lanes because I see the tie-ups going on with I-15 and Geneva Road right now, and I see -- when I-15 is blocked, I've taken Geneva Road both directions, north or south, and it's like a parking lot all the way from vineyard to Center Street in Provo. It's really bad, and I'm questioning whether three lanes is going to be enough. And I understand the historical structure considerations because I live in one. Well, mine is just over 50 years old, but I can't really say anyone historically famous has ever lived in it because I have no clue. However, that's my concern about I-15 and its Geneva Road impact -- is that I honestly don't think it's going to be enough, and I think it's a very hard decision to make because we have I-15 and an alternative for I-15 is Geneva Road, and the alternative for Geneva Road is going to be the northwest connector. And that is a very hard decision. It's a really sad trade-off that we have to go through a conservation easement because of Geneva Road and because of I-with the northwest connector, and that's what I'm referring to when I say that. I really think it's sad, and we're going through a portion not a whole lot of but from what I've seen of preliminary drawings, we're going through a portion of the Despain Conservation Easement, and I'd like to see that minimized, and I've already made a comment at the Geneva Road open house that we have two proposed roads in Provo before this northwest connector came up. With the northwest connector that is two roads, but we had the Lake Shore Drive connector proposed, and then recently --which is not even showing on the city's master plan or proposed roads plans for the northwest connector. And so my concern is I'm an enthusiast of the Provo River, and I don't want to see two more bridges built really close together over the Provo River for both these roads. I want to see just one bridge go in for both roads. So basically that's my concerns.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUII at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
132	Court Reporter	Tom	Parker	Provo	<p>TOM PARKER: I like it. I like it. All the designs address the issues that I have been concerned about. Access to the freeway -- I live just off Center Street in Provo, and it's like a road race through there. If we can have other places for people to access the freeway, it will help Center Street. You cross it now risking your life. It's very exciting. The 820 -- I particularly like A and B. This is not detailed comments at all -- A and B because they've got 820 North reworked. They've got 1740 further north there to help handle all those people that live up there and so far have declined to want any traffic in their neighbors. That's a quote. I like the modest way it has incorporated -- it looks like -- I'm not saying it right. It looks like they have pretty much stayed within existing boundaries through my neighborhood area, which is Franklin Neighborhood. I really appreciate that. The old neighborhoods suffer a lot with traffic concerns because they are designed for walking. What a concept. I don't know beyond that. The</p>	D-87

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					interchange looks much cleaner, the new one at Center Street, than that thing that's there now. Again, the details of it I don't know, but it appears to me you can get through there easier and it will be more forgiving than the mess there now. We had to kill an old lady on 900 West before we got a stoplight, and then I guess they were embarrassed enough. I don't know that, but the light appeared shortly after that finally. Is that it? That's enough.	
133	Court Reporter	Rex R	Giles	Provo	REX GILES: My name is Rex Reginald Giles. I live at 854 North 2200 West in Provo, Utah 84601. I'm a concerned parent who has children going to school. I'm really concerned about where Harbor Park is, where Independence is, and where the kids from Grand View will be going to the new elementary school which is Lakeview Elementary School in the Harbor Park area to the north of it. I'm concerned about the three lights that they are proposing for our children to be able to cross three lights when they miss the bus and need to get home. Parents are not going to want to take their kids when the older kids can walk three blocks to get to their house or whatever it might be, and to have three lights for these little kids to go back and forth where they have friends on the Grand View Hill and back. I'm upset they are even thinking of taking the road out they have now. If they put an overpass and left that road there on 820 to Geneva Road, I would have no problems with it. But to have those kids go through three lights, three different traffics, one going north, one going south and then the main freeway, I'm just not too happy with it, three lights in a row. And I just want to voice my opinion. I think that the people at Harbor Park have taken a lot of slack. It seems like only the rich people get to speak out and the poor people need to settle for whatever they decide to do, and I'm a concerned parent because of the safety of our children. Thank you.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
134	Website	Suzette	Astle	Provo	Please do not put a freeway exit or a frontage road under the freeway near 1730 North in Provo. We moved our family to this area last year because there wasn't a freeway entrance or exit in the near area. I am completely opposed to this proposal and hope you will consider the voices of those this will effect.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
135	Website	Dirk	Astle	Provo	Regarding a freeway exit between University Parkway and Provo Center Street. I live just off 1730 North in Provo and any exit or routing from I-15 that feeds onto Grandview Hill - especially 1730 North. The neighborhood is entirely residential and adding any traffic will pose a large danger to both the safety of our children and the quality of our residential neighborhood.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover

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					Grandview is a quality neighborhood and anchor to the Provo High School community. Turning Grandview into a replica of University Parkway (which is inevitable with the addition of a freeway exit and/or underpass) will serve only to smash the cohesion and desirability of a vital piece of Provo and will serve to tear apart one of the few remaining strong communities in West Provo. Please do not authorize the Freeway exit or underpass around 1730 North.	at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
136	Court Reporter	Brian	Morrow	Provo	It's Sheet 048A on the draft of the I-15 widening and reconstruction. I just want to go on record that the property owners on that sheet which constitutes the property between the UP Railroad on the east and the UTA commuter rail on the west, that we are in favor of having Option A or B, which would include a frontage road that would run along the existing I-15. And that currently on the draft it's proposed on the west side of -- directly on the west side of the freeway that's currently what is 1680 North which turns into 1740 North on crossing the freeway, that the current proposal dead ends at 1680 North directly on the west side of the freeway. We would propose that the dead end be moved to the UTA commuter rail side and dead end the road on the west side of that which would then allow all the traffic from -- the property between the two railroad tracks would then be able to access onto the frontage road which would eliminate traffic coming from the residential property to the west crossing through an industrial zone. This would, as far as we can tell, satisfy the requirement that there is not a secondary access to the frontage road that would go all the way up through to Geneva Road because it would be dead-ended. It would only be local traffic that would access onto the frontage road.	This comment refers to designs that are no longer part of the Preferred Alternative. The Preferred Alternative is Alternative 4-1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
137	Court Reporter	Neil	Hinckley	Provo	My concern with Options A or B with the frontage roads are the lack of access to the frontage road due to a dead end which would be on the east end of what's considered 1680 North in the freeway industrial zone of Sheet 048A. The one proposal that I have to help with limited access from the west freeway frontage road is to close the crossing, which would be 1680 North and the UTA light-rail -- whatever you want to call that -- line. It would give limited access for the industrial district. It would help divorce us from the residential district which would keep heavy trucks, 18-wheelers, out of residential and take some of the strain off Geneva Road which would help in the end. I'm really not for Option A or B. I'm just looking at it as what can we do to make it equitable for the freeway industrial zone as far as our access to getting in and out without making residential people mad. And the other thing to consider is if we come home at 2:00 a.m., the neighbors aren't going to be screaming that we're screeching our brakes and hitting the Jake breaks and waking the neighbors or whatnot. So I don't know if you have any more questions or	The Preferred Alternative is Alternative 4-1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					information or what you need. But what we're proposing is to open the dead end on the east end of 1680 North and put that dead end at the light-rail track on 1680 North, so just move that dead end approximately a block, half a block, but it would serve the industrial district better. It would help us. We're still going to write down for the federal people what we would like to see in the comments, so we'll have both written and verbal to work with. I think that answers my concerns.	
138	Court Reporter	Tom	Kirkham	Provo	I'm the owner of TKO Enterprises, Incorporated, 2575 West 1680 BMT property, which is just north, total of around 50 acres. Discussion at hand is the crossing at 1680 North of the railroad track and the proposal of an access to the frontage road which was in the original proposal which now seems to be canceled. Our recommendation is that they close the crossing at the fast track of the new UTA train at 1680 North at the edge of our property, the single track remain and keep the current double track crossing of the Union Pacific Railroad and to reopen and re-- the issue of access to the frontage road and separate the industrial property from the residential property on the west side of Provo in that area. It's important to us because we're in process of developing the property with the current zoning with the City of Provo and this would then eliminate heavy traffic and equipment moving directly through residential areas which the Provo City would be more than happy have happen and we would too and access then so we can go into the southbound lane to the interstate and onto the jobs that we have. Thank you for your time.	This comment refers to designs that are no longer part of the Preferred Alternative.
139	Court Reporter	Paul	Lundell	Spanish Fork	I am Paul Lundell, and I live at 619 Mitchell Drive just south of the Spanish Fork Main Street exit, and on the wall it says it's proposed to build the sound wall, and I live right next to the freeway, and yes, I would love the sound wall built. And according these guys, yes, I want it built yesterday because none of us along there -- and I only found about this because my sister-in-law works for -- what's the company PEB -- whoever the name is. So she told me about this because I haven't been getting notices. I haven't received e-mails and signed up for them, no comments back on questions, and I signed up for them. So she told me about this today, and hopefully I'll start getting comments back because I know all my neighbors -- there was a petition that went through a yes, we wanted it. And it was "Nope, there's not enough. It's not going to happen," but I know most everyone along there when it's talked about in the neighborhood we would like that sound wall built.	The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information. UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.
140	Court Reporter	David	Paulsen	Orem	DAVID PAULSEN: I'd like to make some general remarks. I'm new to this field. I'm a new member of the Sierra Club, and so I don't have all of the pertinent information that other members of my organization would	Comment noted

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					<p>probably have regarding the freeway and corridor construction and what potential harmful effects that they will have on the environment. But I would like to say that, first of all, I do appreciate the concessions that we seem to already be making. There was a lawsuit that was brought by my organization against UDOT -- and I might need your help here -- and against another agent organization of the state. I need your help. You're not helping me. So, anyway, we brought a lawsuit against, I think, UDOT and there was another organization -- state organization that we brought the lawsuit against as well, and the lawsuit was very for us because it enabled us to be able to get some concessions made. One of the concessions that I can remember hearing about from talking to the director of the environmental services here today was the fact that they decided not to widen I-15 in the Davis County area for seven years, and there was also a concession made that you guys would use asphalt and that you would not allow any trucks onto that particular stretch of -- just say it out loud -that particular stretch of freeway, and also the reduced speed was another thing. So, you know, we are obviously making some concessions with each other. We're coming to some mutual agreement, and that's very, very important because, you know, we have to have growth. There's no way to get around that, but we do need to make sure that we're doing it in the most environmentally friendly way that we can -- because with continued growth and development of the freeway system and other corridor systems, in 20 or 30 years from now we are going to have almost - we are going to be almost run out of room. We are going to have very little room for people to move their elbows around and to go out and enjoy nature. And we're going to have some of the typical problems that come with increasing urbanization. We're going to have a rise in crime, and we're going to have a rise in pollution most likely after 30 years of additional growth and crowding people into this valley. And is that what we want? Because that time is going to come. It's not forever in the distance, you know what I mean? And so we do definitely need make sure that we are getting the kinds of concessions and other concessions that we can mutually agree on like the kinds of concessions that we were able to obtain with this lawsuit against UDOT that the Sierra Club brought. I love the environment. I love nature. I love animals and plants and trees and birds and reptiles, and just I love the animal life, and, you know, our plant life. And I love our mountains and our lakes. And everyone already knows that the pristine and pure or clean nature of these particular -you know, of these particular things in our environment, these particular aspects of our environment that I just mentioned that are so beautiful, the pristineness and the purity of these things are already going down and have gone down</p>	

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141	Court Reporter	Ronald	Moody	Provo	<p>--have been going down for many years. Man doesn't care -- doesn't seem to care about the environment, and so what we do is we just throw our trash everywhere, and we throw our trash into the Provo River, and it endangers -- ends up endangering the June Sucker population and endangering our watershed. And, you know, we've got bring an end to these problems. And it's not just the problem of not being concerned about our environment. It also extends over to our not being as concerned about people as individuals. You know, we have a responsibility in this world, in this life, to reach out to our fellow man and to make sure that everyone is being cared about and befriended and taken care of. And it seems like people sometimes who may not care about our environment also tend to maybe not care as much as about themselves, you know. I'm not talking about -- or about other people. I'm not talking about everyone in general, but perhaps there are some -perhaps there is a correlation between not caring about the environment and not caring really about those around you. And so I think we need to really make these issues and concerns known and we need to fight for the environment. We need to fight for people more than anything. So I thank you very much for your time in letting me to express my views. Thanks.</p>	Comment noted
142	Court Reporter	Heather and Michael	Graham	Provo	<p>My name is Ron Moody. I don't really want to see what happened to -- happen to Utah what's happened to Colorado. Over in Colorado the majority of the mountain land it's owned privately, and a lot of the public land in Colorado -everywhere I go there's litter everywhere, and I learned in college years ago -- I agreed with what my professor was teaching one of the first weeks of our geology class. He said we need to protect the earth. We need to respect the earth. And I feel like when things get overpopulated, we destroy the natural environment and people start trashing the earth, start littering, and I'm an environmentalist. I really appreciate the beautiful scenery we have around here. I know we have to have a lot of growth, and I know the population is going to double in the next 30 years, but we really need to protect what we have. That's all I have to say.</p>	<p>MICHAEL GRAHAM: Basically my wife and I came --we live off Geneva Road, and we just came to give a big shout out thank you for -- because we understand that it's been approved not for a seven lane but for a five lane. It's not an I-15 thing. I mean, it's part of the development project of it, but it's part of the I-15 corridor project. But it's not like one of the options in there from what I understand. But basically our support and thank you for everyone working on the Geneva project, the Geneva Road expansion, because it's not going the full-blown seven lane all the way through. There's been different proposals, but to our understanding they've come to</p>

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					<p>the decision point to go on the smaller belt route rather than huge big one. And so we're here to say thank you for hearing our comments and petitions and watching out for the kids, you know, because there's a lot of residential just right there on Geneva. So whatever you want to put down for that, I guess --Our biggest points were -- we live one street in from Geneva, not right on Geneva, but one street in. But they've got a school going in that's going under construction, a church under construction, a lot of growth. We're right at the very top of Provo on Geneva, and it's important to us to watch out for the kids, and just thank you for hearing us and helping us. And that's it.</p>	
143	Court Reporter	Joe	Brown	Provo	<p>Joe Brown with G Code Ventures. We are the owners of a property and developer of the property concerning the Frank Gehry Project in Lehi. The project is a master plan project that includes 2,500 residential units, about a million square feet of commercial and retail, an arena, hotel, with about 20 acres of lakes and water features and water storage for the City of Lehi. The proposed north Lehi interchange, I believe it's slated as Exit 285, has a huge adverse effect on our project. We just encourage UDOT and those doing the study to continue to explore the options of a 4800 North interchange as well as work with the City of Lehi and the developers on what their proposal -- the effect it will have on the project.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUII at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
144	Court Reporter	Dale	Johnson	Provo	<p>Dale Johnson. I just want to know when they are going to come and appraise my property so I can move. I live at 1700 North and the freeway and I just want to know when they are going to be taking my house down. PAM MURRAY: What city? DALE JOHNSON: Provo. That's it, because I know it's a good thing to do because I don't want to sit on the freeway and not go anywhere. And that's my wish that they just come and tell me early enough so I can find a decent place to move to. That's all. All right? I'm all for the widening. I'm for the frontage road because that goes through my back door. I'm ready for that. It's time to move. So that's all. Simple as that. I'm not upset about it. I just want to get it done. And you guys are doing a wonderful job, wonderful job. Okay. All right. Well see you.</p>	
145	Website	Shaunna	Requillman	Provo	<p>I am opposed to the 2 proposals for the I-15 project that include a frontage road, and exits near, and routing to, 1730 N in Provo. This road runs through a completely residential neighborhood with hundreds of children that must cross 1730 N. in order to get to and from school. There is no other route to get to and from school. We are already experiencing speeding cars and multiple accidents along this road. A freeway exit near us will only increase the amount of traffic and accidents in our neighborhood and put our families at risk. I am also opposed to an underpass that would allow access from the west side of Provo to the east</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUII at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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				side via 1730 North. This increase in traffic affects my safety, my property value, and the safety of my children. I urge you to choose one of the other 2 options that do not include an exit near this road.	Shaunna Requiman 1747 N 1500 W Provo UT 84604	
146	Website	Connie	Marquis	Provo	I am opposed to the 2 proposals for the I-15 project that include a frontage road, and exits near, and routing to, 1730 N in Provo. This road runs through a completely residential neighborhood with hundreds of children that must cross 1730 N. in order to get to and from school. There is no other route to get to and from school. We are already experiencing speeding cars and multiple accidents along this road. A freeway exit near us will only increase the amount of traffic and accidents in our neighborhood and put our families at risk. I am also opposed to an underpass that would allow access from the west side of Provo to the east side via 1730 North. This increase in traffic affects my safety, my property value, and the safety of my children. I urge you to choose one of the other 2 options that do not include an exit near this road. Connie Marquis 1747 N 1500 W Provo	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
147	Email	Michelle	Hollis	Provo	I live on Grandview Hill near the streets that would be affected by this project. Our roads already carry enough traffic for a residential area and adding an access through this area would destroy the safety of area as well as the quietness of the area. I would strongly advise that another plan be considered. It is not a wise move to put children, older residents, pets or any resident in danger. This would go by schools, churches and homes. I vote NO to this proposal. Michelle Hollis 1950 North 1500 West Provo, Utah 84604	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
148	Email	Nan	Kuhn	Orem	RE: Mountainland Metropolitan Planning Organization Official Comment on the I-15 Corridor To Whom it may concern: Please accept this letter as the Mountainland Metropolitan Planning Organization's (MMPO) official comment on the I-15 Corridor Draft Environmental Impact Statement. We feel it is important to assure that the final alignment meets in the Purpose and Need of the study. The reconstruction of I-15 is consistent with the Mountainland Metropolitan Planning Organization's Regional Transportation Plan (RTP). The MMPO supports Provo City's request to have a Single-Point Urban Interchange built at Center Street and I-15. The MMPO also requests a design for the Orem 800 South interchange that reduces the impact on developable land near the inter-modal center on the west side of I-15. The MMPO encourages full cooperation with American Fork City and UTA in the design of the Main Street interchange to ensure compatibility with the City's General Plan and UTA's proposed commuter rail station location.	This letter is addressed in Appendix D, Section D.4.1

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					Additionally, the MMPO encourages full cooperation and coordination with all communities and UTA in the design of interchanges and the alignment to ensure compatibility with the jurisdiction's general plans and UTA's proposed commuter rail station locations. As always, the MMPO will support the final alignment as identified by the Federal Highway Administration in the Final Environmental Impact Statement and will amend our RTP if need. Thank you for the opportunity to comment. Sincerely, Mayor Jerry Washburn, Chair Regional Planning Committee Mountainland Metropolitan Planning Organization	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
149	Email	Janet M	Hatch	Orem	<p>Dear UDOT,</p> <p>I am writing in regards to the I-15 Work to be done in Orem. I am a citizen here Near UVSC. As I have looked at the Proposals for the 8th south Exit, I feel that we don't need any more traffic here. Please Consider your Option "D" to handle the Traffic concerns that are Here. I think that Provo City needs to take More of the Responsibility where their Traffic is concerned. Please Consider 820 N. or another option nearer the center of Provo. We have enough Traffic here and to have More will truly hamper our way of life.</p> <p>Thank You for your Time. And Please consider option "D".</p> <p>Janet M. Hatch</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
150	Email	Kathryn	Anderson		<p>To Whom It May Concern: I am writing to express my strong opposition to 2 proposals for a project that would include a frontage road, exits, and routing to 1730 N in Provo. This is a completely residential street. We have many young children in our neighborhood who cross this street to and from school and while playing with friends. To route greatly increased traffic along a street that was originally designated as a neighborhood inlet-outlet only, and in consideration of a great many homeowners who bought their residences on or adjacent to 1730 N in full faith it would remain a safe residential street, it is grossly inappropriate to consider changing the whole character of a desirable neighborhood. Converting 1730 N to a heavily trafficked thoroughfare would put our many young children in jeopardy, significantly increase the incidence of speeding and accidents in our neighborhood, and result in decreased property values for a great many homeowners. This is a neighborhood that is a credit to Provo. Current residents care about and contribute much to the community, and want to keep a non-commercial route free of commercial and commuter traffic. Just as objectionable would be to extend 1730 N under I-15 to the west, which would result in the use of our street to get to work, shopping, Provo High School, BYU, and major sporting events to our east. Thank you for considering a point of view that is shared by a whole neighborhood population. Sincerely yours, Kathryn Andersen</p>	D-95

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151	Email	Jennifer and Adam	Legas	Provo	To whom it may concern, I am opposed to the 2 proposals for the I-15 project that include a frontage road, and exits near, and routing to, 1730 N in Provo. This road runs through a completely residential neighborhood with hundreds of children that must cross 1730 N. in order to get to and from school. There is no other route to get to and from school. We are already experiencing speeding cars and multiple accidents along this road. A freeway exit near us will only increase the amount of traffic and accidents in our neighborhood and put our families at risk. I am also opposed to an underpass that would allow access from the west side of Provo to the east side via 1730 North. This increase in traffic affects my safety, my property value, and the safety of my children. I urge you to choose one of the other 2 options that do not include an exit near this road. Thank You, Jennifer Legas, 1189 W. 1870 N. Provo	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
152	Email	Gary	Sommercorn	Bluffdale	To Whom It May Concern, Several of my neighbors have mentioned a connection that you are considering from the Draper Trails to the Bluffdale Trails at or around the point-of-the-mountain area. I think a connection is a fantastic idea! However, I don't think a cross-over bridge is a good way to do it. Horses, in particular, would find such a bridge frightening (if not impossible) obstacle, rather than an access, as would be intended. Please, consider a connection UNDER I-15, possibly at the 14600 south underpass. Such a connection would be much more friendly (and much safer) to everyone, i.e.; walkers, runners, bikers, AND equestrians. I understand that Bluffdale already has access to 14600 set aside in its trail system to join with Draper at that approx. point. Sincerely, Gary Sommercorn 14161 Deer Haven Cove Bluffdale, Utah 84065	During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.
153	Email	Janice and Paule	Russell	Provo	We think using 1730 N for a main street from the freeway would be a huge mistake. The street has two round-abouts, is not very wide, is used for crosswalks for children from school and empties onto Columbia Lane where there is no signal. There must be a wider street or an area where a wider street could be built that would connect into maybe Bulldog where it would be less of residential area. The amount of traffic would be huge and probably travel fairly fast making the residential neighbors very unsafe for backing out of driveways or children playing in the front yards. Paul & Janice Russell Grandview Hill residents	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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154	Email	John	Breeding	Provo	<p>Dear Madame or Sir, I do not plan on attending the meeting Wed. evening at Westridge Elementary School. I work second shift and did not care to be a part of that mob. I did want to let you know that I live on Grandview hill, and I am in favor of the reconstruction project. I personally will benefit by having a shorter commute time to and from work every day. I expect that the total amount of time saved between now and the time I retire will be somewhere in the neighborhood of 500 hours. Multiply 500 hours by the number of people who use I-15 in our neighborhood every day to commute to and from work and you will get an idea of the economic impact that the reconstruction will have in this area. Thank you for allowing me the opportunity to add my input.</p> <p>John Breeding 1993 West 1460 North Provo, UT 84604</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
155	Email	Helen W	Fiom		<p>I am writing in concern to the plans that may make 1730N and 1460N major city thoroughfares by "connecting" 1730 to the freeway. Keep in mind the west side has very little commercial development. Much of their daily travel to and from the grocery store, hospital, Provo High School, etc. will flow through Grandview's streets.</p> <p>You (UDOT) have estimated that traffic volume will increase by 50%. Many of us think this is an underestimation, especially considering future construction of new homes on the west side of the freeway.</p> <p>The bottom line is that we do not want our streets to become a major east/west corridor through the city. Your (UDOT's) other proposals do NOT make streets on Grandview Hill an east/west corridor.</p> <p>Thank-you for your time, Helen Fiom</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
156	Email	Andrew	Rosenvall	Provo	<p>My wife and I live in Provo for now. I work in Provo, and my wife teaches in Spanish Fork. We use the freeway between the two cities everyday. The overall plan in terms of lane arrangement and curve straightening seems excellent. I have concerns and opinions about some the alternatives and interchanges. Before I begin with I favor straight continuous avenues, and not curvy, t intersection monstrosities I'll start with Payson and continue north. -South Payson, Looking at the north Payson interchange I'm really glad UDOT didn't mess this one up. -North Payson. I don't know what UDOT was thinking when they designed the Payson interchange. I don't care about spending \$30 million public funds to correct Flying J's \$1million mistake. Even a SPUI should be able go there with the current alignment. I don't believe UDOT that SPUI's are limited to a 30 degree skew. UDOT only has a regular diamond interchange shown. Please reconsider this mistake and go with Option 1 on page 4 of Appendix B-3 -Benjamin. Again UDOT curved the road significantly for just a diamond interchange. Maybe it would be justified if there were plans to curve the road south to make a good connection with</p>	<p>The Preferred alternative for the North Payson interchange includes a realignment of Main Street to provide adequate distance to achieve vertical clearance over I-15 and the UTA railroad adjacent to the interchange, which will provide a safe and efficient interchange configuration. In addition, the realignment removes to excessive skew from the interchange. As the skew angle increases at an interchange the efficiency is reduced, this is especially true for SPUIs, and the interchange has a higher rate of accidents. For more information on SPUI skew angles and performance see NCHRP report 345, page 7. Please see the response above for information on why the Benjamin interchange was realigned.</p>

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					<p>Salem, and Elk Ridge, but these plans aren't shown, nor easily found. I know Spanish Fork has plans for a minor arterial connecting Woodland Hills Drive to SR 164, but that's an entirely different road. -Spanish Fork. Looks great. Looks like its ready to become stack interchange if Mountainland's vision highway between US6 and US189 ever happens. - Springville interchanges look good. I would like more parallel roads in the area though. Highway 89 and Kuhn's road aren't much of an alternative to I-15. Perhaps UDOT could extend the west frontage road from SR77 to US189. Also I'd like a straighter, faster version of Springville's 1750W/Kuhn's Road connected from N Chappel Drive in Spanish Fork to 1860 S in Provo. This might be able to ease some of the congestion on I-15 in this area during the reconstruction. -University Avenue. It appears that UDOT is leaving any redesign of this interchange to Provo Westside Connector EIS. Will the I-15 EIS clearly show this in a not so buried place in the EIS? -Between Provo Center street, and University Parkway I prefer option B with a SPUI at Center Street, a SB fly over ramp, and NB traffic circle into UVU. UDOT's preferred 800N interchange alignment is awful with two T intersections. Just connect 1000S west of the freeway with 800S east of the freeway with no interchange as shown in Eliminated option 2 in appendix B-3, but without an interchange. -Orem Center Street. I like the SPUI, I don't like how far 1200 W has been skewed. I disagree with UDOT's setback policy -Orem 8th N. Another good SPUI. The damage has been done on 1200W, and I'd like it corrected. -Orem 1600 N is okay compromise, but I think that Geneva road could use a half diamond interchange with a NB onramp and SB off-ramp, and thus avoid the problems with the split diamond option in Appendix B-3. PG- Good. American Fork 500E- Okay However I think a SPUI is workable without realignment. American Fork Main Street I prefer option B. It has the best access to the commuter rail station, and the best and quickest transition between Main Street and would be better for bringing in the Vineyard Connector Lehi Main Street. As good as can be done with the interchange. Lehi 2100 North- this is a mess with several significant roads converging on the area. Because of all these roads I don't want the Mountain View Freeway connecting here. A surface Arterial will be enough SR 92. - I really hate how SR 92 dead ends into a golf course Club house. I would prefer that Mountain View corridor bulldozes that waste of space and connect directly with SR 92, however if that doesn't happen. I prefer Lehi 4800 north connection, or the Porter Rockwell road in Salt Lake County. I'm disappointed about the lack of integration with other projects especially the Mountain View Corridor. I can only assume that everything in this EIS will be superseded by other plans as they get approved.</p>	<p>Parallel roads adjacent to I-15 are out of the scope of this project. The I-15 project is not showing concepts for the Provo Westside Connector EIS as that project is further behind and it is not known what results will come from that projects study. Option D in Provo & Orem is the Preferred alternative, which does not include any changes to Orem 800 South. The skew angle of the intersection has been reduced. UDOT's setback policy is a result of operational experience and sound engineering principals. For more information on setback distances please refer to the AASHTO Green Book. A concept was developed that looked at a connection between Orem/Lindon 1600 North and Geneva Road. It was not advanced mostly due to safety issues associated with the rail lines on the north side of Geneva Road and to impacts to properties adjacent to I-15 and Geneva Road. As the skew angle of an interchange increases the efficiency is reduced, this is especially true for SPUIs, and the interchange has a higher rate of accidents. For more information on SPUI skew angles and performance see NCHRP report 345, page 7. The Preferred Alternative at American Fork Main Street is Option C. Please see the Mountain View Corridor EIS for information about the performance of that project's connection with I-15 at Lehi 1200 West/2100 North. An extension of SR-92 west of the railroad is beyond the scope of this project. Please see the Mountain View Corridor EIS for information about the performance of that project's connection with I-15 at Lehi 1200 West/2100 North as compared to the proposed connection at Lehi 4800 North. Extensive coordination has occurred between all UDOT and UTA projects as they relate to the I-15 EIS. Concepts relating to other projects are typically not shown in the design plans as those projects not shown in the design plans as those projects</p>

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157	Website	Carolyn	Andrews	Provo	<p>I am opposed to the 2 proposals for the I-15 project that include a frontage road, and exits near, and routing to, 1730 N in Provo. This road runs through a residential neighborhood with hundreds of children that must cross 1730 N. in order to get to and from school. There is no other route to get to and from school. We are already experiencing heavier traffic and multiple accidents along this road. Many already speed along this road. A freeway exit near us will only increase the amount of traffic and accidents in our neighborhood and put our families at greater risk. I am also opposed to an underpass that would allow access from the west side of Provo to the east side via 1730 North. This increase in traffic affects my safety, my property value, and the safety of my children. Please choose one of the other 2 options that do not include an exit near this road. -- Carolyn Andrews. carolynandrews@comcast.net (801) 373-1277</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
158	Website	Tom	Andrews	Provo	<p>I am opposed to the 2 proposals for the I-15 project that include a frontage road, and exits near, and routing to, 1730 N in Provo. This road runs through a residential neighborhood with hundreds of children that must cross 1730 N. in order to get to and from school. There is no other route to get to and from school. We are already experiencing heavier traffic and multiple accidents along this road. Many already speed along this road. A freeway exit near us will only increase the amount of traffic and accidents in our neighborhood and put our families at greater risk. I am also opposed to an underpass that would allow access from the west side of Provo to the east side via 1730 North. This increase in traffic affects my safety, my property value, and the safety of my children. Please choose one of the other 2 options that do not include an exit near this road. -- Tom Andrews. andrewsta@comcast.net (801) 373-1277</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
159	Website	Kent	Whitmer	Provo	<p>I am opposed to the 2 proposals for the I-15 project that include a frontage road, and exits near, and routing to, 1730 N in Provo. This road runs through a completely residential neighborhood with hundreds of children that must cross 1730 N. in order to get to and from school. There is no other route to get to and from school or the park. We are already experiencing speeding cars and multiple accidents along this road. One of my children was almost hit once by a speeding car this year on 1730 N in front of my house this year. A freeway exit near us will only increase the amount of traffic and accidents in our neighborhood and put our families at risk. The increase in noise would decrease sleeping and our quality of life. I am also opposed to an underpass that would allow access from the west side of Provo to the east side via 1730 North. This increase in traffic affects my safety, my property value, and the safety of my children. Urge you to choose one of the other 2 options that do not include an exit near</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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160	Website	Ricky	Nelson	Provo	<p>I attended the informational meeting tonight in Grandview. I do appreciate the time that you took to educate the neighborhood. I would like to add my comments about the project. With options A and B they would increase the amount of through traffic both on my street and 1460 N which has two schools on it. This wouldn't relieve traffic in our neighborhoods it would dramatically increase the traffic in our neighborhoods. This is exactly what your numbers show.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
161	Website	Cindy	Gagon	Provo	<p>I attended a neighborhood meeting on January 9, 2008 at Westridge Elementary in Provo to find out more about the proposed UDOT project that would possible increase traffic flow through me neighborhood. After listening to the presentation, I realized that the information I had been given prior to the meeting had been misleading and I felt better informed after the presentation. While I am not in favor of increased traffic through me neighborhood, I realize that increased population in west Provo is going to happen and I am in favor of spreading out the freeway routes by having frontage roads that run along i15 from University Parkway to Center Street in Provo. I believe that this will spread out the traffic flow and share the burden of traffic all along that section. So I support plan a or b proposals which allow for frontage roads.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
162	Website	Cheryl	Johnson	Provo	<p>I wish to comment on the I-15 corridor project in Utah County, specifically concerning the off ramps in Provo. I completely oppose any connections to the freeway or to the connector (frontage) roads at 1730/40 N. Provo. This will bring increased traffic into a neighborhood with many children and schools. This road runs through a completely residential neighborhood with hundreds of children that must cross 1730 N. in order to get to and from school. We are already experiencing speeding cars and multiple accidents along this road. A freeway exit near us will only increase the amount of traffic and accidents in our neighborhood and put our families at risk. At peak traffic periods, traffic would be re-routed through our neighborhood in order to avoid the current congested routes. Our street, 1730 N., was designed to be a collector street only for our local neighborhood and not as a route for the whole city to use. When we purchased our properties this was our understanding. I could support Option B if 1730 N. did not connect into the frontage road or freeway, otherwise I would support Option C. I would also support a freeway interchange at 820 N. I am not sure why this idea hasn't been pursued further because I think this would solve many of the current traffic problems.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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163	Website	Mary Ann	McFarland	Provo	<p>The current proposal for a freeway off-ramp in Provo is being politically manipulated. Residents have been told repeatedly that UDOT wouldn't permit an off-ramp at 820/800 North in Provo because it's too close to Center Street. At last night's meeting, however, UDOT said that was no problem. There are four reasons why an additional off-ramp in Provo should access 820/800 North rather than the neighborhoods north of it which are currently proposed: 1. In the northern half of Provo, there is only ONE street which runs East-West through the entire breadth of the town. It is 820/800 North. Any other street dead ends somewhere and creates problems with traffic flow. 2. 820/800 North already has signage and traffic lights and crossing guards which are lacking in the 1460/1170/2000 neighborhoods. It will be far less expensive to utilize infrastructure already in place, and will waste taxpayers' money to build all of that somewhere else. 3. 820/800 North leads directly to the parking lots south of BYU campus which would be the natural terminus for many of the commuters who would use this off-ramp. Sending them anywhere else would again, just snarl traffic patterns within the city. 4. 820/800 North is already zoned for commercial purposes along parts of its route, enabling Provo to provide amenities to travelers and increase tax revenue with businesses such as the gas station at 800 North and 500 West or the restaurant at 200 East. The Grandview neighborhood is entirely residential and would have none of those advantages. In addition, with the closure of one of our two elementary schools, the one remaining school, Westridge, will become an entirely walking school, with no bussing of students. This means that the whole neighborhood will be sending their children walking north and south to the school, directly in the path of the proposed east-west traffic patterns; diffusing the traffic will not improve the safety of our children in the least -- in fact it will endanger even more of them. It was made clear at the meeting Wednesday night that city government was not interested in hearing the community input. It was also made clear, since both the mayor and the city engineer live in the vicinity of 820 North, that their motives are biased and not motivated by what is best for the city and its residents. Please reconsider the current proposal and work with the citizens of Provo for a solution that will not needlessly waste taxpayer's money that will improve traffic patterns not only on the freeway, but in the city of Provo, and that will protect, not endanger our children in residential neighborhoods. Thank you for your attention in this matter.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
164	Website	JL & Sonya	Madrigal	Provo	<p>My recommendation is to avoid the frontage option that Provo City is supporting. I am aware that something needs to be done to address the increase in traffic. However, I am opposed to any alternative that will negatively affect the Grandview neighborhood. It is a shame that due to</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include</p>

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					<p>the lack of vision [and narrow mindedness] of our politicians, the quality of our life at Grandview may be affected. My wife and I are strongly opposed to paying for the mistakes of our politicians.</p> <p>Sincerely, Sonya & Joseph Madrigal 1341 west 1460 North Provo, UT 84604 801-427-1918 profa_sonya@Hotmail.com rmadrigal_1@hotmail.com</p>	<p>the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
165	Website	Kimberly	Whitmer	Provo	<p>I am strongly opposed to both I-15 project proposals that include a frontage road system with access routings along 1730 N. This is strictly a RESIDENTIAL neighborhood where hundreds of kids MUST cross this road to get to school. Putting a frontage road system in will only encourage traffic through our neighborhoods from people going to and from BYU and the East side of Provo, making this neighborhood unsafe for myself and my children. It will also negatively affect my property value. I urge you to choose other options that do not include increased public access to this road. I live on 1730 now and pulling out of our cul-de-sac is unsafe because of limited visibility from the round-a-bout and speeding cars. Two of my children have already almost been hit by cars speeding along this road. At night several times I am awakened by speeding cars screeching around the round-a-bout and gaining unsafe speeds just as they pass my home. This will only get worse. It makes better sense to put an interchange in at 820 N. and widen University Parkway, rather than increasing traffic in our residential neighborhoods to better serve the needs of Provo. Provo needs more than one freeway access. 820 N. is already a main artery for east/west traffic and putting a freeway access there would lighten the load of traffic on University Parkway. Adding 2 lanes to University Parkway will also provide better access for east/west traffic and is already a main artery with no schools and houses. I strongly urge you to do what's best for our families and children.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
166	Email	Craig Nielsen and	Marty Evans	Orem	<p>Date: January 9, 2008</p> <p>TO: Utah Department of Transportation</p> <p>Comments for proposed changes to the 1600 North interchange on I-15 exit 273. Found in Volume II, section Central Utah County Sheet HWY-058. Concerned citizens and property owners of the Property south of parcels 220 and 0 with access to 1600 North. It is being proposed that a raised medium be installed between the east and west bound traffic on 1600 North from the north bound off ramp, immediately West of the Exxon gas station, running East all the way to the intersection of 1200 West. This would limit regress and egress to parcels 220, 0 and the parcel to the rear (which actually owns the access road). Regress would be limited to traffic that is approaching from the west and egress would be limited to east bound 1600 north only. Our recommendation, in consultation with the city of Orem, is to engineer into the island, at the existing access road to the</p>	<p>June 2008</p> <p>D-102</p>

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167	Email	Dr Bruce	Ogden	Provo	<p>three properties, a left access in and a left access out thru a controlled channel merge. This would hold a car safely out of the flow of traffic until it could merge safely into the property or out into the flow. The current space availability of the island will accommodate this. The flow and pace of the traffic would accommodate and support this kind of intersection, we believe, without significantly changing or impacting the purposes of the UDOT planning. This would allow the traffic to access the property without impeding the flow of traffic in anyway. The problem with the proposed plan: 1. The vast majority of the clients accessing the property are believed to be accessing from west about 1600 North as the main populous is to the East of the property. The remaining access is generally coming from the freeway which would have no problem with regress but egress to return to the freeway would require a u-turn most likely blocks away. Current and future patrons, employees and owners will be significantly impacted and frustrated. 2. The value of our property is built on its access. Eliminating the access will impact the economic value and use of the property in a huge and significant way. 3. No reasonable alternative entry from the east or exit to the west is proposed or available. 4. Frustrated drivers will likely look for shortcuts and alternatives, including u-turns at the earliest available spot, potentially creating an unnecessary road hazard. Sincerely, Craig Nielsen and Marty Evans Owners of CM1600 North LLC, property owners.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
167	Email	Dr Bruce	Ogden	Provo	<p>The I-15 Reconstruction Project wants to build an on/off ramp from I-15 at 1700 N. Provo, sending a significant traffic load to a major east-west road directly through the Grandview Hill residential area. Traffic would move along 1730 N. or 2000 N. (likely both). Supposedly this is to relieve congestion at University Parkway and I-15 and provide part of a loop to Geneva Road/Airport. The other part of the loop would be at 620 N. with I-15 on/off ramps there as well, closing the 820 N. underpass and making another corridor through Provo at 620 N. for east-west traffic. Connecting 820 N. on the east side with 620 N. on the west at I-15 would provide a less expensive and less disruptive corridor with freeway access midway between University Parkway and Provo Center Street; the 1700 N. corridor would then not be needed and our neighborhood would not be trashed by major traffic. This idea was apparently considered by UDOT but rejected because "it did not fit the desired traffic flow plans of Provo City". I can assure you, the current proposals by Provo City and UDOT "do not fit the traffic flow plans of the Grandview Hill neighborhood". The current proposals would enlarge and improve current junctions of I-15 with 800 S. Orem, University Parkway, and Provo Center Street. In addition, 2 completely new junctions of I-15</p>	D-103

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					would be built at 1700 N. Provo, and at 620 N. Provo, and the current 820 N. underpass would be closed. We do not need 2 new junctions between Provo Center Street and University Parkway. One new junction at 820 N. connecting with 620 N. is all that's needed. Please join with the Grandview Hill neighborhood in rejecting Provo City's and UDOT's proposals to waste a lot of tax dollars on an unnecessary second I-15 junction/corridor between Provo Center Street and University Parkway at 1700 N. Provo destroying the peace in our currently quiet and safe residential neighborhood. Bruce Ogden MD 1747 North 1880 West Provo, UT 84604-1168 Phone 801-607-2943 Fax 801-607-2605 uvbogden@byu.net	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
168	Email	Kent & Maria	Ford	Provo	We strongly support option A or B. The frontage roads are a great idea -- without them it doesn't make any sense. We want to keep the traffic flow down by the freeway, not in the neighborhoods which is where the north/south traffic currently is. It has gotten very bad over the last few years. Again, we love the frontage road idea. It will really spread out the traffic. Also, please give us some sound walls!!! The freeway is already getting so loud. Adding so many lanes will make it unbearable. Thanks, Kent and Maria Ford 935 Grand Avenue Provo, UT 84604 maxutills@yahoo.com	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
169	Email	Clark	Barron		Option B appears to be the best solution to the traffic problems facing Utah County. The frontage roads will help the North-South Provo traffic that currently goes through the neighborhoods. The expanded University Parkway exchange looks safer than option A. Please strongly consider option B. Thanks, Clark Baron	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
170	Email	Joyce	Barron		I just returned from the public meeting held at Westridge Elementary in Provo regarding the I-15 project in Provo/Orem. Thanks for answering the questions and providing input into the 4 options. I am sorry that there was lots of "Not In My Backyard" attitude expressed. Thinking people realize that traffic will increase near a freeway no matter what you do. We feel that option B would be the best option because: 1) The frontage road solution will provide much relief for north-south traffic through the neighborhoods and is a smart idea. 2) Utilizing an expanded "UVSC" interchange will move traffic quickly from the freeway. I am opposed to having an 800 south Orem exit because it is too close to the University Parkway exit. For safety I believe that one large exchange is better than two small close ones. Thanks Joyce Barron	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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171	Email	Gary & Sharon	Wiest	Orem	We are in favor of the Frontage Road option either A or B. We have no comment on which we prefer, but either one is necessary for UVSC traffic. If the Frontage Road is built, the 2000 South Road needs to be straightened where the hill goes down. It is a very dangerous road and more traffic on it could produce more accidents. We feel that a complete freeway interchange at 820 North in Provo is necessary! Gary and Sharon Widest 164 West 2040 South Orem 225-2048	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
172	Email	Eric	Myers	Provo	Dear I-15 Corridor (EIS) project team, Tonight I attended a meeting at Westridge Elementary school where members of your team presented the four options you are considering regarding the I-15 corridor and its impact on our Provo Grandview neighborhood. Two of the options, A and B, include a frontage road along the freeway with connectors on 1740 N Provo and 2000 S Orem. The other two options, C and D, do not include the frontage road. We were told at the meeting that city representatives from Provo and Orem support either option A or B because they believe we need to reduce traffic on University Parkway by spreading the traffic out through the frontage road connectors. We were also told that the frontage road idea was proposed as an alternative to the interchange proposal that was rejected by our neighborhood six years ago. I must say that I see very little difference between the impact on our neighborhood of a connector road that quickly takes you to an interchange and an interchange itself. They will both have the same impact on our neighborhood, A LOT MORE TRAFFIC. A frontage road connection at 1740 N or 2000 S will act as a significant incentive for everyone in the BYU campus area that needs to go north on I-15 to use 1460 N or 1740 N as a quick way to avoid University Parkway. I'm confused why we would need to take such a drastic approach to divert traffic away from University Parkway as it is. Traffic increases along University Parkway in the coming years should be limited because most of the areas feeding it are already built out and developed. As Enrollment Director at BYU, I also know there are NO plans to expand enrollment or capacity at BYU. Given this, why won't our city's needs be sufficiently satisfied with just the added interchange at 820 N in Provo? Why do we need to sacrifice our neighborhood and its safety unnecessarily? I moved to Grandview 20 years ago because it was a wonderful place close to everything and yet off the beaten path. The only people who came through Grandview were those who lived here. Unfortunately, it's not so hidden now as many people have already discovered that it can be used as an alternate way to the freeway (via Sandhill Rd), especially on BYU football game days. Your	

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					proposal to add a frontage road connector would dramatically increase the negative impact that has already occurred here from increased traffic. Please don't make it worse! Again, please listen to what so many of us were trying to communicate this evening and change your proposal to either option C or D. Thank you for listening, Eric Meyers Grandview Hill Provo	
173	Email	Annabella	Hagen		I wish to comment on the I-15 corridor project in Utah County, specifically concerning the off ramps in Provo. I completely oppose any connections to the freeway or to the connector (frontage) roads at 1730/40 N. Provo. This will bring increased traffic into a neighborhood with many children and schools. This is a street that children are crossing constantly. At peak traffic periods, traffic would be re-routed through our neighborhood in order to avoid the current congested routes. Our street, 1730 N., was designed to be a collector street only for our local neighborhood and not as a route for the whole city to use. When we purchased our properties this was our understanding. I could support Option B if 1730 N. did not connect into the frontage road or freeway, otherwise I would support Option C. THANKS! Annabella Hagen	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
174	Email	Steven & Karen	Benzley	Provo	We attended the information meeting on the I-15 corridor held at the Westridge School, Provo Utah, on January 9, 2008. Thank you for the complete description of the alternatives. We have studied the alternatives and feel strongly that Option C is by far the best choice for the region. We believe this because: Utah Valley University and related facilities will continue to grow and the new interchange at 800 S Orem will obviously serve this growth and relieve congestion on the University Parkway. The frontage road between the University Parkway interchange and the Provo Center Street interchange is a very expensive option that is not justified. As taxpayers we feel that the enormous amount of extra funds needed to construct the frontage road is money that should be more wisely and efficiently used. The roads that run through the Grandview Area (1460 N and 1740 N) that would feed the frontage roads are not well suited for additional traffic; they do not have good access from east Provo. The vast majority of citizens, including myself, oppose the frontage road options. We strongly encourage you to choose Option C that plan that clearly appears to us to satisfy the needs of the transit system. Thank You Steven E. and Karen P. Benzley 1357 N Timpanogos Drive Provo, UT 84604	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include frontage roads or an Orem 800 South interchange.
175	Email	Charles	Hart	Orem	Dear Madam/Sir, I live at 87 W 2170 S Orem. Provo street 1700 N borders my lot on the south. I attended the public meeting on 1/9 at Westridge Elementary. Thank you for taking the time to explain the options before us. A few comments: I agree with many of my neighbors	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include frontage roads or an Orem 800 South interchange.

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					that options A and B with the frontage road will greatly increase traffic through the Grandview neighborhoods. I believe the money would be better spent improving University parkway and Center street exits. Limiting frontage road access to 820 and 2000 (not 1700) would not do much to limit Grandview Neighborhood traffic since a 2000 frontage road connection would pull traffic through the neighborhoods unless 2000 was greatly upgraded to Columbia lane. Thus I favor option C or D. Widen University parkway instead of building the frontage road system. It is far better to channel BYU traffic through this existing commercial corridor than through existing residential neighborhoods. A or B only if you leave out 1700 and greatly improve 2000 from Geneva road to Columbia Lane. Improving 2000 has less neighborhood impact as 2000 already crosses under the freeway and connects to Geneva road. 2000 has no schools and fewer houses than 1730/1460. Thank you Charles Hart 87 W 2170 S Orem Utah 801-765-0141	the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
176	Email	Elizabeth (Liz)	Sowards	Provo	<p>My name is Liz Sowards and I live at 1710 N. 1450 W. I am strictly opposed to any option that would increase traffic on 1700 N. People live on that street and there is an elementary school there. I understand that your purpose is to relieve traffic congestion and to help traffic flow more smoothly. However, my question is who is going to ensure the safety of the children in the neighborhood? 1700 N. is already a busy street. It is nicknamed I-1700 because of the amount of traffic and high speeds. I have four children that are required to cross 1700 N. multiple times every day. They have to cross it to go to school, they have to cross it to go to church, they have to cross to visit their grandparents, and they have to cross it to play with their friends. I regularly witness near misses of children on this street. I do not believe that a child's life is worth risking so that someone can get where they need to go a little quicker. The statement was made that we don't get the big picture. I don't think you do either. I believe the people who live on Grandview Hill are not the ones who will benefit from these options. Instead we will pay dearly, maybe even with our lives, for the convenience of others. I hope that you will consider the children when making your decision.</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
177	Email	Helen W	Fiam		To Whom it may concern: I am writing in regards to the I-15 changes that are being considered in Provo at 1730N and 1460 N. I am opposed to having that road expanded and become an exit for I-15. This should have been planned prior to the building of several new developments. It will ruin these beautiful and peaceful neighborhoods and I don't see how one can expand it without buying up brand new homes (costly). It has also come to my attention that the main reason why the interchange could not be at 820 North is because NICK JONES LIVES ON THAT STREET. Talk about	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					<p>being biased! At the meeting at Westridge on January 9, 2008 he stated many of the same old things that the city has been saying all along; We can't have an interchange at 820 because it is too close to Center Street and Federal Regulations won't allow it. Also, that there are major problems with the interchange and UDOT says they can't build one there because of all the engineering problems. However, a neighbor went and spoke with someone in UDOT who had authority. She was directed to a man who really knew what he was talking about (sorry she didn't get his name). He said that UDOT has studied an interchange there many times and THEY HAVE NO PROBLEM WITH BUILDING ONE THERE BUT THE CITY IS AGAINST IT! I asked about the Federal regulations against an interchange so close to Center Street and he said there was no such regulation. He said that there are engineering problems there but nothing that they can't work around. I don't know if anyone actually read this but 820 North is wider and should be the interchange that it was originally planned for. If my facts are incorrect I would be interested and being corrected. Thank you Helen Flom</p>	<p>Interchange.</p>
178	Email	Laura	Borget	Provo	<p>I wish to comment on the I-15 corridor project in Utah County. I completely oppose any connections to the freeway or to the connector at 1730 N Provo. This will bring increased traffic into a neighborhood with many children and schools. This is a street that children are crossing constantly for school, church, parks, tennis courts, etc. Our street 1730 N was designed to be a collector street only for our local neighborhood and not as a route for the whole city to use. When we purchased our properties this was our understanding. Grandview is such a nice neighborhood, please don't ruin it with increased traffic. I could support Option B if 1730 N did not connect into the frontage road or freeway, otherwise I would support Option C.</p> <p>Thanks Laura Borget</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
179	Email	Karen	Bo	Provo	<p>I completely oppose any connections to the freeway or to the connector (frontage) roads at 1730/40 N. Provo. This will bring increased traffic into a neighborhood with many children and schools. This is a street that children are crossing constantly. At peak traffic periods, traffic would be re-routed through our neighborhood in order to avoid the current congested routes. Our street, 1730 N., was designed to be a collector street only for our local neighborhood and not as a route for the whole city to use. When we purchased our properties this was our understanding. This will be economically devastating to a new neighborhood whose taxes contribute greatly to the funding of our city so of course this will not only affect us but ultimately lessen the tax base of the city. Please consider our rights to maintain our neighborhood, and our children's safety and find a better</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
180	Email	Shaunna	Requilmán	Provo	<p>I wish to comment on the I-15 corridor project in Utah County, specifically concerning the off ramps in Provo. I completely oppose any connections to the freeway or to the connector (frontage) roads at 1730/40 N. Provo. This will bring increased traffic into a neighborhood with many children and schools. This is a street that children are crossing constantly. At peak traffic periods, traffic would be re-routed through our neighborhood in order to avoid the current congested routes. Our street, 1730 N., was designed to be a collector street only for our local neighborhood and not as a route for the whole city to use. When we purchased our properties this was our understanding. A better option would be using 820 North or improving the Center Street ramps.</p> <p>Shaunna Requilmán 1747 N 1500 W Provo</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
181	Email	Debra & Wayne	Schneider	Provo	<p>Our family agrees with the content of this message from Eric Meyers. Please go with option C or D. Thank you, The Wayne Schneider Family:</p> <p>Tonight attended a meeting at Westridge Elementary school where members of your team presented the four options you are considering regarding the I-15 corridor and its impact on our Provo Grandview neighborhood. Two of the options, A and B, include a frontage road along the freeway with connectors on 1740 N Provo and 2000 S Orem. The other two options, C and D, do not include the frontage road. We were told at the meeting that city representatives from Provo and Orem support either option A or B because they believe we need to reduce traffic on University Parkway by spreading the traffic out through the frontage road connectors. We were also told that the frontage road idea was proposed as an alternative to the interchange proposal that was rejected by our neighborhood six years ago. I must say that I see very little difference between the impact on our neighborhood of a connector road that quickly takes you to an interchange and an interchange itself. They will both have the same impact on our neighborhood, A LOT MORE TRAFFIC. A frontage road connection at 1740 N or 2000 S will act as a significant incentive for everyone in the BYU campus area that needs to go north on I-15 to use 1460 N or 1740 N as a quick way to avoid University Parkway. I'm confused why we would need to take such a drastic approach to divert traffic away from University Parkway as it is. Traffic increases along University Parkway in the coming years should be limited because most of the areas feeding it are already built out and developed. As Enrollment Director at BYU, I also know there are NO plans to expand enrollment or capacity at BYU. Given this, why won't our city's needs be sufficiently satisfied with just the added interchange at 820 N in Provo? Why do we need to sacrifice our neighborhood and its safety unnecessarily? I moved to Grandview 20 years ago because it was a wonderful place close to</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					<p>everything and yet off the beaten path. The only people who came through Grandview were those who lived here. Unfortunately, it's not so hidden now as many people have already discovered that it can be used as an alternate way to the freeway (via Sandhill Rd), especially on BYU football game days. Your proposal to add a frontage road connector would dramatically increase the negative impact that has already occurred here from increased traffic. Please don't make it worse! Again, please listen to what so many of us were trying to communicate this evening and change your proposal to either option C or D.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
182	Email	Debbie	Walker	Provo	<p>Dear I-15 Corridor (EIS) project team, Tonight we attended a meeting at Westridge Elementary school where members of your team presented the four options you are considering regarding the I-15 corridor and its impact on our Provo Grandview neighborhood. Please listen to what so many of us were trying to communicate this evening and change your proposal to either option C or D. Please do not implement option A or B. There is very little difference between the impact on our neighborhood of a connector road that quickly takes you to an interchange and an interchange itself. They will both have the same impact on our neighborhood, A LOT MORE TRAFFIC. Why do we need to sacrifice our neighborhood and its safety unnecessarily? Your proposal to add a frontage road connector would dramatically increase the negative impact that has already occurred here from increased traffic. Please don't make it worse! Please consider option C or D. Thank you for your time,</p> <p>Debbie Walker Grandview Resident 16 years</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
183	Website	Brent	Davis	Provo	<p>January 10, 2008 I-15 Corridor EIS c/o PB email: i15utahcounty@utah.gov/488 E. Winchester St., Suite 400 Murray, Utah 84107 Subject: I-15 Corridor EIS; Utah County; Provo/Orem – Endorsement of Option A. I attended the special January 9, 2008 Public Hearing at Westridge Elementary in Provo. Thank you for the informative presentation and your extraordinary patience with a large and vocal audience. I have lived on Grandview Hill for 20 years and have always questioned why there was no easy access to I-15 between Provo's Center Street and Orem's University Parkway. The nature of the existing road system forces the residents to use mostly local and long collectors which run through residential areas to access one or the other of the two existing access points. I have observed a significant increase in traffic along all major north-south and east-west streets in Grandview due to residents from off the hill attempting to access Orem's Main Street or Sandhill Road and the Freeway. The lack of freeway access via 820N has been a major reason for this traffic along with the growth of retail business along Sandhill Road and University Parkway in Orem. Similarly, it is very difficult to</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					<p>have guest from out of town access the Grandview area because of the limited freeway access. The proposed use of frontage roads would provide such a significant improvement for access and ease of directions. As Grandview and surrounding areas have developed, it has become obvious that something must be done. I am excited with the potential and encourage the formal adoption of the plan as presented. Unfortunately, there are a significant number of fairly new residents to Grandview who built along 1730 North and now feel that even though that street has always been identified as a collector, and an obvious choice for freeway access, that they will do whatever is needed to stop such freeway access. One possible resolution could be the use of the proposed frontage roads without inclusion of the 1730 N access. This would necessitate the use of the proposed 2000S Orem access by all of south Orem and Grandview residents. Improving access along 1730 N to Sandhill Road and not closing Sandhill at 1730 N would likely limit some of the pressure on 2000S and the residents in Orem. I recognize that this would force Orem to continue to have Provo residents traveling through the Orem streets, but it would greatly relieve the existing pressures on Main and Sandhill north of 2000S. Perhaps Provo could offer to help fund some of the needed improvements on 200S between Main and Columbia to help offset these impacts. I do not believe that this is the best option, but it is better than losing the frontage road alternative. I strongly endorse the Option A proposal. The innovative use of the frontage roads and the improvement of access at 820 North and 2000 South along with 1730 North appear to be the best alternative for improved traffic flow and reduced impact on the majority of the Northwest Provo & Southwest Orem areas. The addition of 800 South as a full interchange will likewise reduce the traffic pressure on University Parkway from UVSC and even northeast Provo and south central Orem by allowing 3700N (Provo) & 800S (Orem) to be utilized to a greater extent. The Plan is a good one and I appreciate the obvious extensive effort which has been made to address so many of the divergent and challenging needs of the neighborhoods affected. I encourage rapid action on securing funding and scheduling construction. The anticipated use of design-build construction Best of success to all who are involved in this huge project. Brent Davis, 1415 N 1350 W Provo, Utah 84604</p>	<p>The Preferred Alternative is Alternative 4: 'I-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a</p>
184	Email	Paul C	Mix	Provo	<p>Dear I-15 Corridor (EIS) project team, Tonight I attended a meeting at Westridge Elementary school where members of your team presented the four options you are considering regarding the I-15 corridor and its impact on our Provo Grandview neighborhood. Two of the options, A and B, include a frontage road along the freeway with connectors on 1740 N Provo and 2000 S Orem. The other two options, C and D, do not include</p>	<p>June 2008</p>

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					<p>the frontage road. We were told at the meeting that city representatives from Provo and Orem support either option A or B because they believe we need to reduce traffic on University Parkway by spreading the traffic out through the frontage road connectors. We were also told that the frontage road idea was proposed as an alternative to the interchange proposal that was rejected by our neighborhood six years ago. I must say that I see very little difference between the impact on our neighborhood of a connector road that quickly takes you to an interchange and an interchange itself. They will both have the same impact on our neighborhood. A LOT MORE TRAFFIC. A frontage road connection at 1740 N or 2000 S will act as a significant incentive for everyone in the BYU campus area that needs to go north on I-15 to use 1460 N or 1740 N as a quick way to avoid University Parkway. I'm confused why we would need to take such a drastic approach to divert traffic away from University Parkway as it is. Traffic increases along University Parkway in the coming years should be limited because most of the areas feeding it are already built out and developed. Why won't our city's needs be sufficiently satisfied with just the added interchange at 820 N in Provo? Why do we need to sacrifice our neighborhood and its safety unnecessarily? I moved to Grandview 20 years ago because it was a wonderful place close to everything and yet off the beaten path. The only people who came through Grandview were those who lived here. Unfortunately, it's not so hidden now as many people have already discovered that it can be used as an alternate way to the freeway (via Sandhill Rd), especially on BYU football game days. Your proposal to add a frontage road connector, would dramatically increase the negative impact that has already occurred here from increased traffic. Please don't make it worse! Again, please listen to what so many of us were trying to communicate this evening and change your proposal to either option C or D. Thank you for listening, Paul C. Mix 2023 West 1600 North Provo, Utah 84604</p>	roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
185	Email	Cole	Cannon	Salt Lake City	To: Utah Department of Transportation. From: Cannon Investing & Acquisitions, LLC by Cole Cannon, Principal. Date: 12/26/07 RE: Utah County I-15 Corridor. To Whom It May Concern: As principal of Cannon Investing & Acquisitions, I was particularly excited to learn about the tremendous undertaking of restructuring the Utah County I-15 corridor because we are in the nascent stages of a large-scale planned unit development in Benjamin, UT. Unfortunately I was unable to make the public input days because I have been out of state for the past three months. In any case, I have some input in regards to the corridor that may prove helpful as UDOT finalizes its plans. Recognizing the traffic congestion issues and unparalleled growth of Utah County, my company	June 2008

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					<p>has been acquiring land in Benjamin, Utah with the intent to develop. Specifically, we have acquired land on West Mountain. The property is at the west-end of Utah State Road 73 (See, Appendix 1). There is no doubt the growth pattern is fast-approaching the Benjamin area. Therefore, my company is currently spending considerable amounts of money to bring services, such as water and sewer systems, to the area in order to meet the consumer demand for starter/custom homes. Our goal is to create something similar to what our affiliate, The Crossings at Lake Creek, did in Wasatch County (See, Appendix 2). The Benjamin area is actually much closer to Provo than most people think; we have timed the drive at nine (9) minutes from Benjamin town and twelve (12) minutes from the property we are developing. Part of the illusion of its distance is resulting from the placement of the current "Benjamin" exit (#256). This exit is slated, under the current UDOT plan, to be revamped, expanded, and have a traffic signal installed. The exit requires locals in the town of Benjamin to back track each time they are travelling home. That is, they have to travel further south than their home and backtrack north to get home. You will notice on Appendix 1 that exit #256 feeds traffic onto 8000 South. However, Utah State Road 73 cuts right through the middle of town and would be a better candidate for the placement of an exit to serve the people of Benjamin. Furthermore, highway 73 will provide a direct thoroughfare to our planned unit development (subject to Utah County approval) from I-15. Our recommendation is that a new exit be constructed where State Highway 147 (7300 South) intersects with I-15 (See Appendix 3). Ideally, this exit would have both North and South on/off-ramps. Having an exit constructed at this site would serve Spanish Fork residents, current Benjamin residents, and the vast population of future homeowners (not limited of course to our project). The exit would feed onto the more formidable State Highway 147, instead of the County road 8000 South. The exit would much better serve the growing population and help alleviate the traffic problems which have arisen in Utah County areas such as Saratoga Springs and Eagle Mountain. If an exit is constructed at this juncture Cannon Investing & Acquisitions is prepared to contribute 30,000 tons of aggregate material for its construction. The material could be easily transported to I-15 from our development.</p> <p>Best regards,</p> <p>Cole Cannon, Cannon Investing & Acquisitions, LLC Office: 801.363.2999 Cell: 714.362.1087</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include
186	Email	Michael	Francom	Provo	<p>I am a citizen of Provo living near 1730 north which is proposed to be a feeder for a frontage road on-ramp to I-15. I believe that the impact of creating a feeder from 1730 north is not a viable scenario for the following reasons:</p> <ol style="list-style-type: none"> 1. it will guide traffic directly through a residential area. This 	June 2008

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187	Website	Brent	Davis	Provo	<p>I-15 Corridor EIS c/o PB I am in favor of Option A in the Provo-Orem area as previously stated in an earlier comment. I failed to recommend that a SPUI type interchange, similar to that used at University Parkway, be used at Provo's Center Street to facilitate better traffic flow and to improve the use of the frontage road system. Brent Davis</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
188	Email	Julie	Swindler	Provo	<p>Dear I-15 Corridor Committee, As I understand the proposed plans for the stretch between 800 S in Orem to Center Street in Provo, you have four options. Options A & B involve a frontage road system that directly impacts my Grandview Hill neighborhood. I would like to comment on the frontage road system. The proposed frontage road system includes access to that system at 1730 North (Provo) and 2000 South (Orem). You told us at the neighborhood meeting last night that these access points will increase the traffic flow through our neighborhood on the main through-streets. Grandview Hill is a strictly residential neighborhood. We have the largest elementary school in Provo City (Westridge Elementary), bordered on the North and South by two of the main through-streets on the hill (1730/1700 North and 1460 North). Although I can see benefits for those of us on the hill to have a more direct access to I-15, I don't think these benefits outweigh the risks to our children. Any time you increase the traffic on streets where children walk to and from school, you increase the risk for tragic accidents. Of the options proposed, I would propose a modified version of option A: Put the new interchange in on 800 South (it makes</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					sense to have a more direct access to UVSC campus, and it eases the bottleneck at University Parkway along with the frontage road system, but leave out the frontage road access points into Grandview Hill. Access to the frontage road system at 820 North would be adequate for Grandview Hill residents to have a more direct access to I-15, and it would fulfill the need for a more direct access to Brigham Young University. As a lifetime resident of Grandview Hill, I am intimately familiar with the streets here. I choose to raise my young children on Grandview because it is relatively quiet and safe. I see no reason to increase traffic on our streets--there aren't any businesses here, and an increase in traffic flow means an increase in accidents involving pedestrians (specifically, young pedestrians). Please reconsider the options proposed. Thank you.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
189	Email	Karen	Bo	Provo	Dear sir, I and my wife are adamantly against any projects sending feeder routes from I15 through neighborhood streets. I live on 1730N and this street is already problematic without having increased traffic from the freeway trying to circumvent University Parkway to get to BYU, and other events throughout the city. Julie Swindler 1210 N Wasatch Drive Provo, UT 84604	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
190	Email	Susan	Prestwich	Provo	I live in the Grandview area in Provo, have resided here 20 years and have resided in Provo for the last 35 years. I do not want 1700-1720 North in Provo to become a corridor to I-15, this entire road is residential and I think the increased traffic would be dangerous to the families and many children that live along it. This area is basically a quiet family neighborhood and I don't want the increased noise, traffic and danger. The speed limit now is 25 mph and people would be speeding through our neighborhood if this road becomes a faster way to the freeway. There are also several school bus stops located along 1700-1720 West. Please consider other alternatives. Sincerely, Sue Prestwich, 1792 N. 1400 W. Provo, UT 84604	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
191	Email	Sharon	Francis	Provo	I appreciate the meeting. I have two comments 1. I strongly oppose a Frontage Road system (Both Proposal A and Proposal B), as it would increase the traffic in our residential neighborhoods by at least 50%. Proposal C would be my preference. 2. I would very much like to see a Provo Freeway Interchange at 820 North in Provo, to relieve the pressure from the Orem exits. I understand that UDOT is also in favor of this, but that we have city political pressure against it. Sharon Francis 1548 West 1825 North Provo, UT 84604	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South

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192	Email	Charles	Cox	Provo	<p>Dear I-15 Corridor (EIS) Team, Sadly I am probably one of very few on Grandview hill that feels the need to move ahead with either Option A or B as soon as possible is needed. Really quick response to all I am reading. I too have lived on Grandview for a long time, even longer than Eric (30) years. I too put up with the traffic running down 1500 west for years until 1730 went through. It was not a problem. I would support either A or B Option To think that we can create an island of privacy on the hill is a joke. We are not the city of Grandview and we need to be a team player with the rest of Provo to make us a great city. We can be progressive or stick our heads in the sand, and say developments, go somewhere else but not up here. Well we are in the way of development so let work towards being a team player. We need more access to Provo, especially East to West from the freeway. Our city has two entrances from I-15 and they are overloaded, we need more not just for growth but for what we have now. Even those of us on the hill will benefit from this development. Better roads off the hill will be a result and less dangerous at times of the year. We need to encourage development west of the interstate, not isolate it. By doing this now we can help to control that development and make it what will best suit Provo and Utah county. This encourages businesses to come to Provo, and by the way this helps out tax base which we have been losing to Orem for years. Again let's stick our head in the sand. I am not say that business will come up on the hill but can develop all around it. We on the hill need better access to the transportation system whether it be, cars, trains, or what ever and that will be on that corridor. We need to do what is best for the whole area not just for Grandview. We can be perceived that we are here to be a part of the solution and help to direct that solution, or we can attempt to be the obstinate isolationists. WE can not live up here on Grandview without the support system of Provo that is all around us. Let not be thought of as just being in the way. We can say that this is the way it has been for 30 years and it should stay this way. I am sorry for anyone with that attitude, if we took that position in life we would have very little of what we enjoy today. I am grateful that 1500 west was finally widened and then that they pushed 1700 through to 2100 west. It was needed. I witnessed way to many close calls on the old one lane 1500 west street. To even worry about football game traffic is a joke. For 6 days a year for about 1 hour on those days we may have some traffic. That is far less of a problem than most people live with regarding traffic. If these access points are developed all that significant traffic has a chance to spread over all these new options, no neighborhood is going to have an overwhelming problem.</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					<p>REALITY IS we are going to have more traffic so lets do the best we can to move it safely. Spread it over all those options and no one gets hammered. By the way let's ignore the incoming money that comes to Provo for every BYU Football game. Let's cut it off. Sorry there are a lot of us on this hill that owe our livelihoods' to BYU and the programs it affords PROVO. Is this a sacrifice for our hill, I think not. Forget it we need these direct routes around the city. This not just about moving cars but reducing pollution by shortening routes and running times on all of our cars and trucks. Safe roads, everyone knows how dangerous Sandhill is from 2100 west to the lower turn. I keep track of run offs on that corner. It averages 2-3 a month. People who think that no one comes on this hill unless they live here are no longer keeping up with what is happening in Provo. It is not about BYU growing it is about Provo growing to its capacity and then taking good care of those of us that come to live here. WE have to wake up and smell the ROSES, "DO IT" DOT this is needed. And while you're at it put a freeway up the west side of UTAH LAKE and hook it up with Legacy. We really need two main routes to handle the growing population, and through traffic.</p> <p>Sincerely Charles L. Cox Grandview Hill Provo</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>
193	Email	Jody K	Tuft	Bluffdale	<p>I have been advised that UDOT is in the process of determining a way to connect the Draper Trail System to the Bluffdale Trail system. I have been advised that there is a proposal to build a cross-over bridge at the Point of the Mountain. It is my experience that a crossover bridge is not the best option for people, horses or wildlife. A much better alternative would be to a trail connection which goes under I-15. Bluffdale currently has an access at 14600 South set aside in its trail system to connect with Draper's trail system at that point. I feel that this would be a much better/safer option. Thank you for your time.</p> <p>Jody K. Tuft, 16885 South 1400 West Bluffdale UT. 84065</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in</p>
194	Email	Robbie & Karen	Bosco	Provo	<p>Dear I-15 Corridor (EIS) project team, I'm sure you have read many emails considering the reasons some people have with the different options. I will get straight to the point. I DO NOT want proposal A or B as</p>	<p>June 2008</p>

I-15 Corridor Utah County to Salt Lake County
Final Environmental Impact Statement and Section 4(f) Evaluation

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
195	Email	Ellis & Dorothy	Scheuer	Provo	<p>Options C and D do not make sense. Without the frontage road to spread out the traffic, what is the point of doing anything?? We are very much opposed to C or D for this reason. They will bring so much traffic through our neighborhood. We would rather that nothing be done than to have C or D. We are supportive of either A or B. They make a great deal of sense in managing the traffic that our increasing population will bring.</p> <p>Sincerely, Ellis and Dorothy Scheuer 945 Grand Avenue Provo, UT 84604</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
196	Email	MJ	Jackson	Bluffdale	<p>Gentlemen: Please implement a connection from Draper trails to Bluffdale trails to go UNDER I-15 at the point of the mountain. Already in place at Corner Canyon in Draper, 12300 South & Jordan River Parkway, and under 7th East at Dimple Dell Park are three good examples of people and wildlife friendly passageways. Deer droppings can readily found at all three places indicating that wildlife will use these crossings. The wind and ice at point of the mountain on an overhead crossing would not promote security for trail users, bikers, moms & strollers, and definitely NOT wildlife nor horses. Please reconsider your overhead passage for one that is secure and friendly to all UNDER I-15. UDOT has already agreed to four wildlife crossings under the Redwood Road through Bluffdale. If you want, I'll show you places that would be easy to tunnel under I-15. Or use the crossing at 14600 South and I-15 for bikers, runners, horses, and wildlife and close it to traffic. Please reconsider your idea for an overhead passage.</p> <p>Sincerely, mj.jackson Trails Committee, Bluffdale</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>
197	Email	Sean	Trewartha	Provo	<p>I would like to comment about UDOT's I-15 plans for Provo City. As I understand it, Provo City leadership has decided to push for option A or B for the Provo Area. As a resident of Provo, I would like to voice my concern as to why options A or B are not a good idea by asking some questions: Why would a sane person put an interchange off of I-15 that goes through a prime residential neighborhood? (1740N) Are there any</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a</p>

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					<p>interchanges on Utah's I-15 that dump right into a prime residential neighborhood? Why would a sane person put an interchange off of I-15 that goes through a road system that does not naturally flow into Provo and the BYU area? (820 north flows into Provo much more naturally and is a road that currently has higher traffic volumes). Why has the 820 N option been removed? This seems suspicious given the fact that the Provo City Engineer (Nick Jones) who lives right off of 820 North in Provo may be trying to protect a road that is high volume traffic already and more naturally flows to Provo businesses vs. 1740N. (This fact alone puts in question the credibility of Provo City leadership's ability to choose the best option for all involved). In my opinion, the option that should be considered as most viable is Option A with the following modifications. Interchange as 820 N. and not 620 N. The infrastructure is already in place (why incur more expense than needed). No interchange at 1740 N. to keep the integrity of one of Provo City's premier neighborhoods</p> <p>Thank you for your consideration. Sean Trewartha</p>	<p>roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
198	Email	Shaunna	Requillman	Provo	<p>I wish to comment on the I-15 corridor project in Utah County, specifically concerning the off ramps in Provo. I completely oppose any connections to the freeway or to the connector (frontage) roads at 1730/40 N. Provo. This will bring increased traffic into a neighborhood with many children and schools. This is a street that children are crossing constantly. At peak traffic periods, traffic would be re-routed through our neighborhood in order to avoid the current congested routes. Our street, 1730 N., was designed to be a collector street only for our local neighborhood and not as a route for the whole city to use. When we purchased our properties this was our understanding. A much better off ramp would be at 820 North in Provo or improving the Center Street ramp.</p> <p>Shaunna Requillman 1747 North 1500 West Provo</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
199	Email	Lisa	Thomas	Provo	<p>We oppose the frontage road system (options A & B). We feel the additional traffic in our neighborhood would damage the walk-ability of our community, which we must foster and sustain. We do support a new interchange at 820 North. Lisa Thomas and family</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
200	Email	Karma	Claunch	Provo	<p>To Whom It May Concern: I can't believe that so-called responsible people in our city and county government would even think about putting public transportation above the safety of its citizens. Are you aware of how many children, older people and the general public would have their safety</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include</p>

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201	Website	Stacy	Weilner	Provo	<p>jeopardized if you put any more traffic on 1700/1730 North in Provo. For your information, Grandview Hill is a residential area. We who live here are grateful that we don't have any more traffic than we already do. Although opening up the orchard between 1700 through 1730 North has already increased traffic by more than 50%. As for getting people to places faster, why don't you concentrate on Mass Transportation projects such as increasing and bettering the bus service and light rail service? Whatever happened to light rail from Payson to Salt Lake anyway? Why is it that all you can think about it making a spaghetti bowl out of Grandview Hill? It's all about making you look good and getting people places faster and faster and faster. There are already roads that lead to BYU and the hospital. I can't imagine the flow of traffic to these two places if you make a freeway exit onto 1730 North. Where's your good sense? Certainly not in the interest of your fellow citizens.</p> <p>Karma Claunch</p>	<p>the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p> <p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
202	Email	Mitch & Suzi	Smith	Provo	<p>I just would like to give some feedback, and don't feel my voice was heard at the meeting on Jan 9, Wednesday evening. I certainly appreciate that our feedback 6+ years ago made a difference. The proposed frontage road option seems to be a GREAT idea, and you deserve a pat on the back for your initiative and creative thinking. We have lived on Grandview Hill for 31 years, and have seen a great increase of traffic in front of our home on 2100 W. The area has been built up, and continues to fill with lovely homes and families, and is a wonderful place to live. Those who were loudly voicing their opinions against the frontage proposal don't seem to realize that traffic will increase even without the frontage roads, but with the roads, it would be more properly distributed. That's the way we understand it. Thanks for the time and effort put forth to inform us of the proposals, and to plan well for the future. Without a plan, it could only be worse, with gridlock and improperly routed traffic. No one brought up whether the Orem 8th south interchange would be more or less expensive than the Parkway modification, or would work more efficiently, but without this info, we think the Parkway modifications would be best. No one looks forward to the construction and delays and hassle, but the alternative is</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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203	Email	Rachel	Hancock	Provo	<p>To Whom this may concern: I attended the meeting which was held last night in regards to the new frontage road access points on 820 N and 1740 N in Provo. Thank you for taking all things into consideration over the past few years and working on a new plan, in spite of the comments which were made. I do understand the ever growing traffic problem in Utah County and the need for more access to I-15 BUT, with plan A and B the safety of children and families are put at risk especially on 1740 N. As you well know this is a recently new subdivision and many new young families with lots of children have moved in and treasure the safety of Grandview Hill and 1740 N for their children. There are homes that line the street from East to West, 2 elementary schools and a park. I personally support plan C or D in respects that hopefully it will not bring as much traffic to the area but, if it is necessary that there be a road, would it not be better that the access point be on 820 N? There are less homes on that road and the residents are older and have already raised their families. Also the majority of the road is open to business development. As well, you have more room to do the construction for the road. To me an access point on 1740 N is not logical because the university parkway access is only about a half a mile away. My biggest concern is of course the traffic increase the children and family safety as they go to school and enjoy play with friends between their homes and the park. Please take this letter into consideration in selecting a plan. Please seriously consider the idea of not using this street.</p> <p>Sincerely, Rachel Hancock</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
204	Email	Barbara & Stephen F	Duncan	Provo	<p>We were in attendance at the Westridge school information meeting on Wed. Jan. 9th and had many of the rumors heard given a better understanding and the issue is less grave than was first posted. There are still many issues that seem to be small issues to those making decisions but impact our individual families more than is acknowledged. If the A or B choices are decided upon and 1730 becomes a connector I see many issues that will affect our neighborhood that was not addressed. First, the 1730 neighborhood is the only 100% residential without an industrial or business buffer to be included. The other connectors were designed and planned to be what they are. Those purchasing their properties in the 1730 area were able to make their decisions based on the knowledge that their living area would be a purely quiet residential area, not a major thoroughfare. Second, the areas that are now connectors are not as attractive to buyers in the same way a completely residential area is. To add this thoroughfare to a quiet flourishing neighborhood is to decrease property values. This may sound totally self serving but most of us are not</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					<p>millionaires and living on investments. Rather, our homes and properties are our investments and what we depend on for our future security when we are no longer able to work. For it to lose value after being purchased at a higher value is not acceptable. Third, establishing 1730 as a thoroughfare will render the neighborhood less safe for children. Currently this area is a safe place for children, where they can walk to school without needing parental attention the whole way. Of course, the children are not always careful but with the current amount of traffic, the situation is manageable. Now add lots of traffic. With the hills in the north cul-de-sac along 1730 North, the children often on the spur of the moment will go too fast and fail to stop before entering 1730. This is a fear we all have for these children and though they have been discouraged from doing this it does happen. So far there have been only a few occurrences worse than scraped knees, but with the near doubling of traffic in the future this will become a tragedy waiting to happen. Fourth, the speeds at which those not in the neighborhood travel IS faster than those not living in the neighborhood. The street is seen as a thoroughfare and not as the place where friends and neighbors we care about are living. This is a natural human reaction. Fifth, adding more traffic will increase the danger of accidents in vulnerable areas. We have two accident-prone areas on 1730 where several accidents have occurred: at the intersection of 2100 West and 1730 North. Since 2000 when we moved here, there have been several serious accidents with injuries. The hill on 1730 before the stop sign at 2100 West seems to be a problem. I do not use the road any longer because of the configuration at the stop sign and the speed and amount of traffic on 2100. Add more traffic to the lower part of 1730 below 2100 and the danger will only be greater and with more deadly accidents. The second accident-prone area is at the other end of 1730 where it connects with Columbia Lane. Taken together, we have a very interesting set of intersections that are not built to send the traffic anywhere but through a very narrow street to State Street or at odd angles to add to more congestion to the already congested areas off the hill. Because of the downgrade at the intersection of 1730 and Columbia Lane it poses a hazard if there is ice and snow, a problem that will be exacerbated with additional traffic. If someone is less than attentive they may end up rear ending others due to lower visibility of below the crest. I have myself been rear ended at that intersection while stopped at the stop sign there. Currently this location is a crossing for children going to and from school and even when the weather is not a factor it is a difficult intersection with so much going on, especially with the children crossing for school. Add more traffic and we add more problems. The crux of my concern is the</p>	

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					<p>city's willingness to split a neighborhood in two and to make a safe place less safe, to accomplish public transportation purposes. We have been assured twice before in just 7 years that the option to add traffic to our street was off the table and for it to keep resurrecting every few years is very troubling. To be powerless to protect our property and pursuit of happiness is even more troubling. You may think that extreme, but right now I can walk my dog, watch neighborhood children walk safely to and from the elementary, get off buses and run to friend's houses, all without fear. This is a great comfort. We don't need crosswalks because we can see far enough to walk without fear. My middle-school daughter has a friend who lives on 2100 whose mother finds it hazardous at certain times of the day for her to cross with just that the current amount of traffic. My daughter hates to cross that street to her house as well. Turning 1730 into a thoroughfare will make it into such a street and more and make 2100 worse. Lastly, public confidence in elected and appointed city officials is at stake over this proposed change. We were promised that 1730 would stay as is by the mayor. Making 1730 a thoroughfare will lead us to the conclusion that assurances that a neighborhood it will stay as you have it planned are only as good as the term of political office of those who make those assurances. It is a pie crust promise, easily made and easily broken. With the infrastructure in place all things said will be forgotten and the meaning of the phrase, for the greater good, can be expanded and changed with expediency. Once the mouse gets his nose in a small hole the rest of him follows. Those making these decisions implement them and go home to their homes and never really worry about the result. After the decisions are made, those who live in the areas affected by a policy have to live with it, whether they agree with it or not. My preference is for option A or B, with 1730 off the table as a thoroughfare. Option C or D is my second choice, if removing 1730 is not considered an option. I do understand the city's view: Having a thoroughfare would lessen the impact on the other connecting roads. But this is not in the best interest of thousands of human beings living in the area surrounding the road. If originally the city had PLANNED for a corridor through the middle of Grandview Hill and made it more of a business/industrial area, the plans for a thoroughfare would have less impact. However, since the area is zoned residential, single family homes, then 1730 should be respected for what it is: a residential area where children can roam safely. Barbara Duncan, 1766 N. 2050 W. Provo, UT 84604 Stephen F. Duncan, Ph.D., CFLE Professor, School of Family Life 2077 JFSB Brigham Young University, Provo, UT 84602 (801) 422-1796</p>	I agree with Eric Meyers. We who live in Grandview, do NOT want an I-15 The Preferred Alternative is Alternative 4:1-15
205	Email	Debra &	Schneider	Provo	I agree with Eric Meyers. We who live in Grandview, do NOT want an I-15 The Preferred Alternative is Alternative 4:1-15	D-123

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		Wayne			interchange NOR a frontage road that feeds traffic into our residential area. Wayne Schneider Grandview Resident	Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
206	Email	Kaye & Maggie	Hamilton	Provo	To Whom it May Concern: After attending the meeting on Wednesday, Jan. 9, 2008 at Westridge Elementary concerning the frontage road sections along I15, I have become even more concerned about proposals with the frontage roads. As stated, you think that this will spread the traffic over many roads which may possibly be true. However, when 1700 North went through since the Luncesford Orchard was developed, the traffic in the small Grandview neighborhood has doubled. (Before the development, we dealt with the inconvenience of indirect routes and it was just fine.) Many times, we have trouble crossing 1460 North. The round-about on 1700 North have made it difficult to see and the added traffic has increased problems. Turns onto 1700 must be made quickly as the traffic moves fast (well over 25 mph) and as stated before cannot be seen at a distance to make a proper judgment in driving. THIS IS NOW. What will it be with 50% (if we can rely on that estimate) more traffic. Also the traffic on Columbia Lane is often backed up (1700 North would feed onto Columbia Lane). The houses in this new development are valued at well over \$500,000. Why would you want to create a situation where a quiet neighborhood would completely lose its character? The Grandview Hill is a very desirable neighborhood. We don't need this access to the freeway. Who does need it? 1. Those on the other side of the valley. They chose to live there with all its problems of getting around. 2. BYU and USU students. The University Parkway was designed to quickly move traffic from BYU to the freeway. However, businesses were allowed to build there and now creates its own set of problems. 3. Faculty and staff who have moved out of Provo. I wonder why they would do that. Could it be poor planning and being tired of being run over with the fixes for eastsider's problems and their choices. I don't think Provo has the luxury of having several arteries used as feeders to the freeway. The lights at intersections are timed north and south not east and west. The east-west streets are not efficient at moving traffic. Why not 1) create one larger artery at 820 North (which is wider and straighter) to handle the traffic. 2) Create another lane in each direction on the parkway. 3) Rethink public transit for students and personnel from BYU and UVU. (Not	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					the current system which is poorly used because the routes are not direct and it takes too long.) Subsidize their rides as they did at the U of U. In conclusion, I hope you will reconsider creating the frontage road entrances at 1740 North. Sincerely, Kaye Hamilton	
207	Website	Heather & Devin	Durrant	Provo	Please do not put a frontage road through Provo. Our city has not gone to the public with its desire to do this. The neighborhood on Grandview Hill is a walking school community. Our students are not bused. 830 elementary children have to cross 1740 or 1460 to get to school at Westridge Elementary. We cannot have 3000 more cars coming through our neighborhood and endangering our children. There are NO businesses here. There is no commercial property and no room for it. This is zoned residential by the city. We do not want 1740 North or 1460 North to become a major thoroughfare. Thanks!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
208	Email	David L	Lucero	Bluffdale	To Whom it may concern, Placing an overhead crossing for horses should never be a option. Horses have a mind of their own and would panic in this situation. You are inviting a disaster causing injury or possible death to not only the horse but also humans. With my 25 years of experience with Large animals, I have witnessed events with bridge situations and horses. I have a close friend from Alpine that broke his hip after the horse landed on him while panicking on a bridge overpass. Please reconsider your options in this matter. An expensive overpass would cost large amounts of money and not benefit the horse rider. I personally would never consider taking any of my horses over a overpass such as the one you're considering, and I have very well trained animals. A tunnel under the road system would benefit everyone. Thank you for your consideration in this matter. David L Lucero, 3123 W. 14865 So. Bluffdale, Utah 84054 801-254-8483	During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.
209	Email	Robin	Ebmeyer	Provo	Again, please listen to what so many of us were trying to communicate this evening and change your proposal to either option C or D. Thank you for listening, Eric Meyers Grandview Hill Provo (cut and paste from his 01-09-08 email) I agree with most of what Mr. Meyers has mentioned. I would like to add a few additional thoughts. I am also concerned with the frontage road system because I believe it would increase traffic on 1730 North. I believe in no time the West side neighbors would figure out they can cut across Grandview to get to the main parts of Provo, for example many people going to Provo High may	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					<p>take that route or to the hospital or those that work at BYU. I personally know people who live in SL County and other cities north of Provo who commute to Provo for work, they take the Parkway Exit and like Mr. Meyers described take the Sandhill route connecting directly with 1730 North, continue down off Grandview Hill and go to the Hospital or BYU. This route helps them avoid the parkway and state street in Orem/Provo. Many of the 5000-6000 cars that travel on 1730 North now are not from Grandview residents, of course I cannot say what the percentage is. I live on 1730 North my home faces south and I see/hear the cars that travel that road now. One of the greatest concerns I have about increased traffic on this road are for the children that live on or very close to this road. The west portion of 1730 North are newer developments there are a lot of cul-de-sacs full of homes with families and children. These children are endangered as it is. I worry constantly now for the small children in our neighborhood who are not that careful about crossing the street ('1730 North), these children live in every cul-de-sac up and down the west side of 1730 North (my children to be included), they ride scooters, bikes, rollerblades, long boards up and down the street and the cul-de-sacs. I drive this road everyday to work and have a good feel for the number of children there are, I know their names. For this reason I know to drive slow, not to mention the fact that I drive through 2 school zones. Many children pour out of those cul-de-sacs in the morning walking or riding to Westridge Elementary, there is no crossing guard for them. Farther down the road there is a crossing guard for Grandview Elementary. Then in the afternoon they all go back home. These children are so small 5 year olds and older. They are not wise or experienced about the speed in which a car is approaching. Even when vigilant parents are watching their small children near this road the children will still unpredictably pop out into the road because a ball bounced out there or they are just not paying attention. I see that all the time, especially when it is warm weather. The Dixon Middle School bus has several stops up and down that road and I have seen way more than once cars going out around the bus (despite the buses stop sign and lights flashing) as children (one being my child) are entering or exiting, another incredible danger. I am an ER nurse and I often see and go out to help these children when they have crashed on their bikes or scooters or long boards. I pray everyday that they will be safe and not get hit by a car on 1730 North. I have half waited for years for one of these precious children to be hit by a car and am so grateful that has not happened, YET, again I pray everyday it will not. I do not want to scrap off a small child from that road because they were hit. I have seen small children hit and killed by cars going the speed limit or below, I have</p>	

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					seen first hand the pain of the parents over the loss of a child, I could not bear to see one of our neighborhood families in such a situation. The children in my neighborhood may not have names to you, but they do to me, this is a highly residential area that is already too busy with traffic. I implore you to reconsider anything that may bring increased traffic to this road. For the sake of the small children that live there, please reconsider. I like Mr. Meyers, have lived on Grandview Hill for over 20 years in 4 different houses, I choose that area because of the reasons he stated, a unique neighborhood with families, schools, churches, secluded yet close to everything. Please help us keep this unique area intact. Thanks for listening (reading) Robin Ebmeyer Grandview Hill Resident	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange. The I-15 team held several meetings before the public comment period, and notice that the DEIS was available for review was made two the Desert News and Salt Lake Tribune, and the project website. Please see Chapter 5 for details of public involvement.
210	Email	DeLene	Holbrook	Provo	To Whom It May Concern: Apparently, we have had since Nov 28 to comment on this issue—even though we knew nothing about it at that time. I find it very curious that we saw nothing in the newspapers about it, that the comment period was scheduled during the busy holiday season, and that the public hearing in Grandview was not held until Wednesday, January 9. In my opinion, if the plan of frontage roads goes forward, it will be very confusing to drivers on I-15. We hated such connectors while temporarily living in Toronto. Surely they will increase accidents on the freeway. Further, frontage access will lead to much more traffic than you estimate on 1700 North (aka 1730 or 1740 North) through the Grandview neighborhood. Besides, it will probably increase the rate of crime in Grandview by making it easier to access—and easier to escape. Accordingly, my vote is for an interchange at 820 North in Provo. Probably Provo College and all the other businesses along that street agree. It might even draw other businesses to that area—for an increase in Provo's tax base. DeLene Holbrook 1462 West 1970 North Provo, UT 84604	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
211	Email	Deon	Turley	Provo	I attended the meeting held at Westridge Elementary School yesterday and I have come to understand two things about the project: 1) that the proposed improvements to the interchanges at Center Street in Provo and at University Parkway with the frontage road between them would ease congestion at the two interchanges and facilitate the north-south traffic away from neighborhood streets, and 2) that the lack of connector roads going east-west creates problems on the neighborhood streets, specifically 800 N and 1700 (or 1740) N and possibly 2000 S Orem, as motorists treat them as connector roads. The outcry to scrap the frontage road to save the neighborhood streets won't solve the problem as long as there seems to be no will on the part of Provo City to provide adequate traffic planning for the housing developments that are proliferating on the west side. But to create a major thoroughfare out of 1700 West is very wrong, given the narrowness of the road, the number of residences facing the street, the	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					proximity to the elementary schools, the pedestrian, bicycle, tricycle traffic in the area. A good compromise, and my recommendation, is to keep the frontage road but to close access to it directly from 1700 North. Access at 800 North Provo and 2000 South Orem would probably be sufficient to satisfy this neighborhood. Additionally, I feel that there could be more done to facilitate east-west traffic. I suspect that this is a matter for the cities of Provo and Orem to iron out so I will forward this message to them as well. If you want to ease traffic on Center Street and University Parkway, make 800 North a connector road that is wide enough to handle two lanes in both directions. It would be necessary to remove houses on one side, and this would raise an up-roar from the residents but it is not safe to have residents trying to back out of a driveway on the street. I further propose that Orem's 2000 South be widened to create a connector road to Columbia Lane. If both Provo and Orem will benefit by the reduction of traffic on their interchanges and neighborhood streets, both cities should be willing to bear the burden of creating connector roads that will protect the neighborhood streets. I also believe that bicycle lanes should be designated on east-west streets other than the connector roads. In Provo, 500 North would be a good option, as would 1700 North.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
212	Email	Edward	Jones	Provo	I am in favor of the collector system, especially option B. Don't delete any of the access points you have planned (820 North, 1740 North, and others) or it will defeat the purpose of the collector. Utah County growth is a fact of life. Increased traffic comes with it. Options A and B provide for orderly traffic to and from I-15 while minimizing the impact on residents. Edward Jones, 801-375-3877	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
213	Email	Nena	Maw	Provo	Again, please listen to what so many of us were trying to communicate this evening and change your proposal to either option C or D. Thank you for listening, Eric Meyers, Grandview Hill, Provo. I 100% agree with the above message! We have plenty of extra traffic from day to day as it is, and would love to see the safety of our area remain at least as it is. Nena Maw Grandview area resident 17 years	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
214	Website	Marie	Eatough	Provo	I am not in favor of connecting I-15 to 1730 North. Our neighborhood already has plenty of traffic that I worry about my son walking safely to Westridge Elementary. Increased traffic flow would greatly endanger the health of all the people in my neighborhood, especially the children.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include

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215	Website	Troy	Whiting	Orem	<p>I have already commented several times about this project, especially as it concerns the proposed 800 South interchange in Orem. I am one of the property owners that will be affected most by this proposal. I prefer the 1200 South University Change flyover to any 800 South option. If UDOT were to build the interchange at 800 South I want them to follow 800 South, not veer over to 900 South through the back of my and my neighbor's properties. I am confident that all my neighbors prefer first the 1200 South option and then the realignment to follow 800 South, since we have had several neighborhood meetings over the last several months to discuss the potential changes that may affect our properties and what options we prefer. The proposed 800 S. alignment would split our properties down the middle thus reducing the ability to use the remainder effectively. This severance would greatly reduce the remaining property value and negative impact my property. I would have no privacy in my backyard, and I would lose the main reason I bought the property in the first place - the land - to have a big yard and garden in order to be more self-sufficient and to provide a place to teach my children how to work and to teach them the value of work. There are other reasons to move the alignment to 800 South.</p> <p>1- Safety. The proposed alignment would place a new traffic light at approximately 900 South. That combined with the existing light at 1000 South would put two lights within one block of each other. I think that would hurt safety.</p> <p>2- Engineering. I have never seen two lights within one block of each other on a seven lane road (as proposed for Geneva road).</p> <p>3- Traffic flow. I think traffic flow will be impeded by two lights within one block of each other. The reason to expand Geneva Road is to handle increased traffic.</p> <p>4- Proposed UTA reduces the expansions effectiveness to handle traffic.</p> <p>UTA needs more parking than they have lined up for this intermodal hub. My and my neighbors' properties are the only viable location for this parking and the 900 South alignment does not allow for enough parking.</p> <p>In summary common sense says the interchange should be kept as a flyover at 1200 South for safety, traffic flow and engineering reasons. If UDOT were to choose 800 South, the 800 South alignment is much better than 900 south alignment. Please don't put properties over people by saying one of the 800 south properties is supposedly historical so you cannot affect it. It isn't really historical and</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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216	Website	Lara	Whiting	Orem	<p>I have already commented several times about this project, especially as it concerns the proposed 800 South interchange in Orem. I am one of the property owners that will be affected most by this proposal. I prefer the 1200 South University Change flyover to any 800 South option. If UDOT were to build the interchange at 800 South I want them to follow 800 South, not veer over to 900 South through the back of my and my neighbors' properties. I am confident that all my neighbors prefer first the 1200 South option and then the realignment to follow 800 South, since we have had several neighborhood meetings over the last several months to discuss the potential changes that may affect our properties and what options we prefer. The proposed 800 S. alignment would split our properties down the middle thus reducing the ability to use the remainder effectively. This severance would greatly reduce the remaining property value and negative impact my property. I would have no privacy in my backyard, and I would lose the main reason I bought the property in the first place - the land - to have a big yard and garden in order to be more self-sufficient and to provide a place to teach my children how to work and to teach them the value of work. There are other reasons to move the alignment to 800 South. 1- Safety. The proposed alignment would place a new traffic light at approximately 900 South. That combined with the existing light at 1000 South would put two lights within one block of each other. I think that would hurt safety. 2- Engineering. I have never seen two lights within one block of each other on a seven lane road (as proposed for Geneva road). 3- Traffic flow. I think traffic flow will be impeded by two lights within one block of each other. The reason to expand Geneva Road is to handle increased traffic. An intersection at 900 South reduces the expansions effectiveness to handle traffic. 4- Proposed UTA intermodal hub parking. UTA needs more parking than they have lined up for this intermodal hub. My and my neighbors' properties are the only viable location for this parking and the 900 South alignment does not allow for enough parking. In summary common sense says the interchange should be kept as a flyover at 1200 South for safety, traffic flow and engineering reasons. If UDOT were to choose 800 South, the 800 South alignment is much better than 900 south alignment. Please don't put properties over people by saying one of the 800 south properties is supposedly historical so you cannot affect it. It isn't really historical and all the neighbors, including the owner of the above mentioned house</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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217	Website	Annette	Ormsby	Provo	I think it is appalling that UDOT or anyone else would even consider putting a connector to I-15 on 1730 North!!!! The road systems that lead to the connector is through quiet neighborhoods full of children!! This is ridiculous!!!! It would put soooo many children in danger with such a higher volume of traffic. I DON'T KNOW WHY UDOT is thinking of this when University Ave. is not that far away, and doesn't come off into neighborhoods. WE DON'T NEED ANOTHER CONNECTOR!!!!!!! Grandview Hill is a nice place to raise our children. DON'T RUIN IT!!!!!!!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
218	Website	Judith	Wilcox	Provo	I am EXTREMELY OPPOSED to an on-ramp at 1730 North in Provo. My daughter and her family live at 1735 No. 1400 West, and I am very familiar with the neighborhood. There are a lot of lovely homes in the area. There are a lot of children who play along that street and who use the street to access Westridge Elementary School. I feel there is already enough traffic through the area and that increased traffic would put my grandchildren and other children at risk. It would also lower property values and destroy what is a beautiful place to live. I am disappointed that U-DOT would even consider putting in a freeway on-ramp at this location.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
219	Website	Halie	Tronson	Provo	YOU PEOPLE WILL BE MAKING THE STUPIDEST DECISION OF YOUR LIVES IF YOU MAKE A FREEWAY ENTRANCE ON THAT ROAD. THERE ARE MANY KIDS THAT LIVE AROUND THAT ROAD THAT COULD GET INJURED OR KILLED. THE NEIGHBORHOOD IS A VERY QUIET AND PEACEFUL PLACE AND IT WILL GET RUINED IF THERE IS A FREEWAY ON THAT ROAD. IT IS EVEN BAD THAT YOU PEOPLE ARE CONSIDERING IT! DON'T DO IT!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
220	Website	Todd	Manwaring	Provo	I am grateful that UDOT has taken the time to listen to my interests and the interest of my neighbors. I live in the Grandview neighborhood in Provo. I am against any of the options (A & B) that utilize the frontage road system since they still contribute to the concern that I have and that I believe many of my neighbors have. That concern is that we don't want freeway access coming into our neighborhood—whether as an interchange or an extended frontage road. Therefore, I vote for option C or D. I understand that there may be extra congestion for myself and others as we attempt to access the freeway, but that is OK. Preserving the neighborhood by minimizing traffic from the freeway is more important. Thankfully, as I've mentioned, I've been given the chance of offering my voice through the UDOT process. I	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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221	Website	Sheldon	Franson	Orem	<p>don't feel, however, that the City of Provo has represented my voice to UDOT at all. In 2001, we held a neighborhood meeting where we strongly protested any freeway access on the Grandview Hill. In response our mayor (Billings) gave our neighborhood chair a signed letter stating that the city would withdraw any plans for a freeway interchange in this area. The frontage road proposal that is supported by the City of Provo is just a symbolical change on their part. I urge UDOT to refuse their request for frontage road access and listen instead to the people of Provo—specifically the Grandview Hill—and not build any access to the freeway in Provo.</p> <p>In addition to the letter from 2001, the Provo City Council also passed a motion that the city would not support or pursue freeway access through our neighborhood. Since we have a signed letter from the Mayor, as well as a Provo City Council motion promising no freeway access we will pursue all means available to keep Provo from convincing UDOT to utilize any freeway access methods in the 2000 South (Orem) or 1740 North (Provo) area. Thank you again for giving me and others some voice in this matter.</p>	<p>The Preferred Alternative is Alternative 4-1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
222	Website	ANNA	CROPPER1	OREM	<p>I feel as a land owner, on 8 south, on the west side of I-15 that UDOT should come down 8 south to Geneva Road, with the over pass. Take out all the homes on the south side of 8 south leaving us with are land behind our homes untouched. Allowing us the opportunity to develop are land, ore sell to a developer. If there is a question as to a historical home then either the developer or home owners would take care of that.</p>	<p>The Preferred Alternative is Alternative 4-1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
					<p>1. UDOT HAS A POOR WAY OF INFORMING RESIDENTS OF SOUTHWEST OREM OF THEIR INTENTION TO PUT I-15 ENTRANCE, CORRIDOR OF WHATEVER. 2. PROVO SHOULD ALLOWED THEIR SACRET LAND TO PROVIDE ACCESS FOR THEIR PEOPLE. 3. OREM ALREADY PROVIDED SEVERAL FREEWAY ENTRANCE FOR PROVO. 800N, CENTER STREET, 1200S. 4. SOUTHWEST OREM IS ALREADY SQUEEZE BY THREE MAIN ROADS SANDHILL, MAIN STREET & 2000S. WE ARE HAVING DIFFICULTY GETTING INTO SANDHILL OR MAIN STREET FROM 1800 S OR 2000S IN OREM DUE TO THE PROVO TRAFFIC. 5. HAVING A FREEWAY ENTRANCE AT 800N IN PROVO WILL BE BENEFICIAL FOR PROVO GRANDVIEW AREA, HARBOR PARK & CENTRAL PROVO. 6. PLEASE GIVE THE RESIDENT OF OREM A BREAK AND HAVE PROVO TAKE THE RESPONSIBILITY FOR THEIR CITIZEN. THE CITIZEN OF PROVO SHOULD TAKE RESONSBILITY FOR THEIR OWN FREEWAY ACCESS</p>	<p>The Preferred Alternative is Alternative 4-1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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223	Website	Liz	Schofield	Provo	<p>(comment ended like this from web entry PM)</p> <p>Thank you for giving us a voice in the future of I-15 and its surrounding intersections. I am opposed to any increased traffic on 1730 N. Provo. We currently have a elementary school that is just south of 1730 N. A majority of the school aged children have to cross this street to get to and from school each day. With the number of cars that will increase the traffic along this road, it scares me that we are putting these young children's lives at stake. Also , do see that if you put access to the west side of the freeway at 1730 N. Knowing that it will be just a matter of time before Orem will be given a credit for the railroad crossing at 2000 N. this will bring even more if not double the traffic along that 1730 N. road. I don't think your traffic study included that possibility. I realize that this has to be in someone's neighborhood, but I really oppose that it is in mine. I could support the frontage road just not having an access at 1730 N. I keep hearing about an offramp at 820 N. Could you relook at that option, even though the city has told you that they don't want it. (I believe the man high enough in politics to oppose the offramp actually lives on the road that it impacts the most). Possible a conflict of interest there. Thank you again</p> <p>Liz Schofield 1701 N. 1880 West Provo, Utah</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
224	Website	Lisa	Pulver	Orem	<p>PLEASE take great consideration in the signatures and comments from the online petition from the Citizens for the Responsible Enlargement of I-15. (www.petitiononline.com/i15) Your A and B plan proposals will have a MAJOR impact on too many high end neighborhoods and should NOT be considered with out revision and more public input. It is my opinion that Orem receives the most traffic flow due to Provo only having two I-15 interchanges. PLEASE focus on improving the existing interchange flow (flyovers or 800 S) in Orem and concentrate improving traffic flow in Provo. With 820 N (Provo) being a more arterial road, this would be the BEST POINT to focus on. Orem's 2000 South and 1720 North in Provo would have a more negative impact to the communities. Street lights, six lane roads, etc. is NOT what is needed in this area. Please do not ruin our neighborhoods, schools, and beautiful NEW Nelson Grove Park by moving forward with your plan A or B proposals.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
225	Website	Nathan	Hadfield	Provo	<p>We are opposed to the proposed interchange at 1740 N because of the lack of transparency by Provo City in planning the locations of the I-15 interchanges. A disturbing incident at the community feedback meeting at Westridge Elementary on January 9 illustrates our concern. A friend asked the City Engineer why they decided not to put a full interchange at 820 N, and he replied that there were regulations imposed by UDOT that prevented this from being an option. She asked the UDOT representative standing nearby if this was the case, and was told that it was NOT the</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South</p>

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					<p>case; UDOT could have facilitated it but Provo City did not want it to be an option. According to our friend, the city engineer had no comment and walked away. (We have since joined the Citizens for the Responsible Enlargement of I-15 in petitioning UDOT and local officials to consider an 820 North interchange.) Our neighborhood chair has in possession a signed document from Mayor Billings, dated August 28, 2001, promising to formally end any further discussions or consideration of an additional interchange at 1740 North and/or 200 North, now or in the future. If the city felt there was sufficient reason to break this promise, there should have been a forum for public discussion. At the UDOT feedback meeting, the Provo city engineer claimed that because the interchanges connect to the frontage roads, they do not violate the city's agreement to not add an interchange to I-15 in our neighborhood. We fail to see much of a difference between an interchange with the freeway and an interchange with a frontage road that connects immediately to the freeway. The fact is that UDOT's own estimates predict that the proposed interchange would significantly raise traffic through our neighborhood (by more than 50% above what it would be without the interchange, if we understand correctly). This is a neighborhood that was built to be strictly residential. Certainly, when we bought our home at 1852 N 1640 W two years ago, we had no reason to suspect that 1740 N was under consideration as a main artery to I-15. Many in our neighborhood fear that the creation of a T connection from 1740 N into I-15 is a step toward a larger scheme of creating a loop out to Provo airport, which would raise the traffic rate through our neighborhood even more than anticipated in the UDOT report. The fact that the city did not seek public input regarding the placement of the interchanges, (or if they did, did not publicize them adequately, failing even to notify our neighborhood chairperson), and the fact that they are reneging their promise to not put an interchange at 1740, increases our suspicion that it will only be a matter of time before 1740 is extended to west Provo. If Provo City had made an effort similar to the one UDOT has made to seek public feedback on the location of the interchanges, we might have been persuaded that other options had been satisfactorily considered. As it is, we feel compelled to reject options A and B until the city has adequately documented their planning process and explained the failure to seek public opinion BEFORE presenting their plans to UDOT.</p> <p>Sincerely, Nathan and Molly Hadfield</p> <p>1852 N 1640 W, Provo</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in
226	Website	HB	Annett	Orem	<p>I am writing in reference to the proposed 800 south interchange and the connecting road to Geneva Road. As your proposal now exists, the road configuration makes no sense and invalidates current property for future</p>	June 2008

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227	Website	James	Bell	Provo	<p>development. A more logical approach would be to take the road right down 800 South. I am aware that the reason for not doing this is to avoid a historical home on 800 South in order to comply with Federal mandates for funding. What I find perplexing, however, is how the designation of historical takes place. The fact that Katie Haley, an individual who works for a consulting company in Sacramento, Jones and Stokes, can make this assessment and pass it on to the state of Utah as set in stone is amazing.</p> <p>The impact of such an arbitrary ruling on the property values of neighboring homes and property is appalling. I would love to see the documentation from Jones and Stokes and follow the paper trail from there through UDOT's decision on what constitutes a historical home. I am not opposed to the 800 south off ramp, but definitely opposed to the current off ramp road and its current configuration to Geneva Road. A much more sensible approach would be to go directly down 800 South to Geneva Road. If this truly is a valid environmental impact study, then why not take into consideration the detrimental impact your current configuration will have on the economic validity of property owners. It is extremely negative to me personally. Thanks for taking my input. HB Arnett 1391 W 800 S Orem, UT 84058</p>	<p>the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
					<p>I have studied the options that would effect me the most. I commute to SLC airport everyday. My travel time is varied. I always leave early in the morning and my commute back to Utah county is always at a different time of day. I have seen the mess that is on the freeway system for years. I am very impressed with the carpool lane addition. It has helped a whole lot. I would like to see it extended further north and south</p> <p>I think that the option of more freeways has to be put into place. I have lived on the Wasatch front almost my whole life and have seen the huge growth that has happened. We the public have not wanted to be very forward thinking. It is critical that we have the means to commute back and forth, both east to west as well as north and south. I like the idea of commuter rail being brought into Utah county. As you can see the ridership of the rail system in salt lake has continued to climb. We the people of the state do rally around and will step up to these alternatives. As for the contraction of the freeway. I like option "C" for the Provo on ramp. I live on the south west side of the freeway and this ramp is extremely difficult to get onto going north bound. AS for the people getting off and going west bound this is very difficult to accommodate both situations. The access going from east to west is very outdated. This proposal is what I think makes sense.</p> <p>Moving north along I-15 under central common area I like option "A". I have seen the huge growth here as well. This bridge needs to be rebuilt</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					<p>as fast as the Provo bridge area. These two seem to me to be the most critical ones to start on, just because of the amount of traffic that travels there. I do not understand why the bridge here needs to cut into the Harts gas station. Where is the road going to go? It does not follow the existing road going over to the now junk yard and concrete plant.</p> <p>Just as additional information. I am not in favor of any kind of toll road or ideas along this line of thinking. I would hope that people along the "front" would transition into carpooling and mass transit. I have hybrid car and make a conscious effort to be more friendly to the environment. Thank you for giving me a place to provide input into such a big project as this is and will be. I know of the headache to come as this moves into the construction phase. I will grumble because of the impact it will have on my family. But I know it will be better in the long range outlook for the State.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
228	Website	James	Brown	Orem	<p>I believe this plan will significantly impact the South West Orem neighborhoods in a very negative way. First, on a fairness note, I feel it is inappropriate for Orem residents to continue to shoulder the burden of traffic destined for Provo. Orem has 4 freeway exists. Provo has 2. A tremendous amount of traffic existing at 1200 S. (University Parkway) in Orem is destined for Provo. Why should I, as an Orem tax payer, pay for additional enhancements to infrastructure to carry traffic destined for Provo? Why not have Provo pay the cost of their residents, athletic events, and business traffic? If this traffic is destined for Provo, would it not make more sense for them to get off at 1700 N or 800 N in Provo rather than wind through my neighborhood as they do now? Adding an exit ramp at/near 2000 S. in Orem only encourages this traffic to go through our neighborhood. Second, if you look at the city parks in other areas (Salt Lake City for example) that are very near freeway exits, they become magnets for undesirable traffic (drugs, overnight truck parking, gangs, etc.). We FINALLY have a park in South West Orem which will become unusable (just as Pioneer park in Salt Lake City is) with the proposed exit near 2000 S in Orem that dumps almost directly into the park. I believe that our area (South West Orem) is LONG LONG overdue for noise abatement. Putting exits at 1700 N, Provo and 2000 S, Orem will prevent effective noise abatement in this area. I also believe that the anticipated doubling of traffic in this area (the EIS suggests a 98% increase in traffic along 2000 S) is significantly understated. It has been my experience that traffic estimation is nearly always below what actually happens. As evidence, look at any freeway or road project; by the time it is in place, it is already packed - thus the traffic has been underestimated. I believe, depending on exactly how the project is implemented, that traffic could triple or quadruple as a result of this project. I have to live here, think</p>	<p>D-136</p>

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229	Website	Tresa	Heaton	Provo	<p>I attended the meeting in the Grandview area regarding UDOT plans for I-15. It seems this has become a political issue and common sense is losing. The logical solution is to put an interchange at 820 N. in Provo and expand University Parkway. 820 N. is already an arterial road with a straight shot to major North/South connectors as well as BYU. We have been told in the past by Provo City officials that UDOT wouldn't allow an interchange at 820 N. because it was too close to the Center Street interchange. However, it was pointed out by UDOT officials there was no problem with an interchange at 820 N., but Provo City didn't want it there. This simply does not represent many citizens' opinions. There is at least one influential political official who lives on 820 N. and thus doesn't want it there. However, it makes sense. It is on the city street plan as an arterial road. It is only partially residential with industrial and commercial as well. It is already heavily used by commuters. It would impact fewer residents particularly children. Please investigate further before putting in a frontage road system with collectors through areas like 1740 N. which is completely residential with hundreds of children crossing daily to and from school. It would impact their safety immensely. Thank you.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
230	Website	Julie	Davis	Provo	<p>Regarding: I-15 Corridor EIS; Utah County: Support of Option A - Provo/Orem Please accept my support for the overall expansion of I-15 in Utah County and specifically the proposed Option A in the Provo/Orem area. While some local streets will obviously see an increase in through traffic, I feel the use of the frontage roads with access to 820N, 1740N and 2000S will greatly mitigate the growing through-traffic experienced in almost all of the residential areas of Grandview Hill and south Orem. The proposed easy freeway and frontage road access at 820N has been needed since soon after I-15 was originally built. This addition will eliminate much of the traffic from the south which uses Grandview and south Orem as their primary access to the commercial and retail businesses along University Parkway and Sand Hill Road in Orem. For Provo City, the extension of Independence Avenue from 820 N to 1740 N would be much easier if they could utilize part of the old freeway property being vacated as the S-curves are straightened. The extension of this road by Provo would also reduce traffic thru the Grandview Hill neighborhoods and facilitate safer access for children in the area around Independence Avenue north of 820 North to Westridge Elementary where they attend school. The addition of access at 1740 North does raise two concerns. 1) The speed of the increased traffic on 1460 N and 1740N. Provo City will need to review</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					<p>options to encourage and as needed enforce existing speed restrictions for the safety of children at school and play and of the general population who enjoy walking around their neighborhoods. 2) the potential for extending 1740 North across the railroad tracks west to Geneva. This would significantly impact the local streets in Grandview and must not be allowed. The 2000 South access should provide adequate support for those needing to use I-15. The proposed interchange at 800 South in Orem will surely reduce UVSC traffic on University Parkway at Sand Hill, making that very busy intersection much safer. Building an interchange at Center Street in Provo like the one at University Parkway is much preferred over the older style of interchange such as used at Orem Center Street and 800N. Another comment on the plan as proposed in the Grandview area with regard to freeway sound reduction. It appears that an effort will be made to reduce the impact of freeway noise on the neighborhoods by using sound walls. This is both appreciated and needed. I did observe that the sound walls are not included adjacent to the new Ford Development just west of Independence Avenue and south of the existing I-15 alignment. This development will have I believe about 140 residential units and needs the noise protection provided by the sound walls, but proper placement is also needed. The variation in the elevation of the freeway and the surrounding area seem to require that the walls be placed adjacent to the traffic lanes for the maximum benefit of both the Ford Development and the existing residents on the west edge of Grandview Hill. Placing them in the area shown on the maps in the EIS may not be much help. The slopes of the hills appear to make noise reduction a major challenge in this area. Thank you for the opportunity of commenting on this very important issue facing my Grandview neighborhood. Julie Davis</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North Spur at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
231	Letter	HJ & CR	Harris	Provo	<p>There is so much fast traffic that flies down 1500 W (1634 N) that we have used a radar gun on cars going North and South to try to slow them down. I've called the police numerous times because of all the children playing in the park, so they wouldn't be killed before my very eyes. We've picked up dogs that have been hit and taken them to the proper places. Have you completely exhausted every other option but an access from the freeway on 1700 N? I know it looks like a boulevard compared with all the little roads we have in Provo but I sincerely ask you to consider another solution. Mine is an average size house but some of the people in this neighborhood have built mansions. We are especially grateful for the park but you wouldn't believe how many people use this as a speedway and I'm afraid the other one would tempt them beyond their control. Sorry to be the bearer of bad news but I'm frightened at having 1700 turn into a speedway with as many young people and young teens who use the existing roads,</p>	D-138

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232	Letter	Barton S & LeAnne	Dahneke	Provo	We the residents at 1467 W 1500 N, Provo UT 84604, oppose any plan that will connect the Grandview neighborhoods to the freeway.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
233	Letter	Crystal	Bell	Provo	We the residents at 1467 W 1500 N, Provo UT 84604, oppose any plan that will connect the Grandview neighborhoods to the freeway.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
234	Letter	Lorrin	Gehring	Provo	We the residents at 1460 W 1500 N, Provo UT 84604, oppose any plan that will connect the Grandview neighborhoods to the freeway.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
235	Letter	Carmen & Randy	Crandell	Provo	I am against all 3 options!! Sandhill road gives us all the access we need and all we want!! Thank you anyways, spend the money to fix the roads we have!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
236	Website	Craig	Eatough	Provo	I am extremely concerned about the proposal to route traffic from I-15 and west Provo through 2000 S Orem, 1740 N Provo, and 1460 N Provo. Historically poor traffic planning in Provo has left the city with difficulty in providing for east-west traffic flow. Much of this flow is due to people	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include

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					attempting to access BYU from both I-15 and housing on the west side of town. If the proposed project is in response to this problem then it is not well conceived since none of streets mentioned have full access to the east side of town but would required additional diversions. Also, all three streets are through residential neighborhoods with a significant child population. It is quite apparent that 820 N in Provo represents and much more intelligent option since it already a collector which runs from I-15 directly to BYU, intersecting 500 W and University Ave along the way. It is beyond my understanding why the proposed plan has even been considered given the mentioned problems. I have heard excuses from Provo City personnel that 820 N can not be connected to I-15 which is false and either represents a poor understanding of the situation or a personal interest by those in power.	the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
237	Website	Stephanie	Barnes	Provo	We have been residents in Grandview for more than 10 years. When we purchased our home, we selected this area in large part because of the great residential neighborhood it is. We did not want to live near lots of traffic or commercial establishments, and therefore selected a 100% residential community to live— one in which the primary traffic comes from those living in the area. We are strongly opposed to both options A and B because of the increased traffic it would bring to our neighborhood from 1740 N and 820 North in Provo, as well as 2000 South in Orem. Much of the increase in traffic would directly impact the safety of our children walking to and from Westridge Elementary, as well as the safety and security of our neighborhood. Because this is a residential area and not a commercial area, we strongly feel that an increase in traffic could do nothing but bring a negative impact to our community. We strongly support option D – helping the traffic congestion through commercial areas and thus meeting the needs of growth in Provo.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
238	Letter	Vicki	Gehring	Provo	10 January 2008 Dear UDOT Engineers, Here are several reasons why I am opposed to the Grandview Neighborhood in Provo being connected in anyway to I-15. 1. Expanded freeways do NOT solve traffic problems! I would be glad to be informed of any long term traffic problem that has been solved by freeway expansion. The beltway in Houston, where my son lives, has at least 6 and perhaps 8 lanes in both directions. It has frontage roads with feeders on both sides. When I was there during Thanksgiving and pulled onto it at 6:00 pm I had to come to a dead stop and for the next approximately 6 miles inched along in first gear. According to Stephen Rees, a Transportation Economist and Regional Planner, widening roads and doubling bridges is the worst thing you can do. Expanded freeways only encourage people to travel more and make more trips. IN OTHERS	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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239	Website	David	Harman	Spanish Fork	<p>WORDS THEY GENERATE TRAFFIC. All of your proposed plans to alleviate the congestion on University Parkway will increase the flow of traffic through Grandview, in spite of your attempts to convince us otherwise. As soon as people going to BYU or anywhere east of Grandview discover they can avoid the University Parkway congestion by cutting through Grandview they are going to come this way. In fact, I think you should make a study to see how many already do use Sandhill road to cut through here. 2. Freeway expansion promotes two kinds of development-commercial and multi-family units. Neither one of these is desirable for the Grandview area. In addition, the value of single family homes is decreased. It is already known that the majority of people in this area want to keep the status quo as far as development goes. 3. Expanded freeways increase and therefore increase air pollution. We already have problem with inversions. How is increasing the capacity of bringing more traffic into the valley going to help that? Please put your efforts to solve the transportation problem in Utah Valley into providing efficient mass transit. I am a strong advocate of building a branch of the freeway on the other side of the lake!! Sincerely, Vicki Gehring.</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
240	Website	Justin	Stratton	American Fork	<p>I am very supportive of the project plant to widen I-15. I am glad to see the north part of Utah County proposed at 6 lanes. The frontage road in Provo/Orem is a great idea. Having moved here from the Dallas/Fort Worth area of Texas where there are frontage roads along almost all stretches of freeway, I would suggest expanding the idea of frontage roads further north and south as much as possible. The other suggestion I have is that the number of lanes be expanded to 6 lanes all the way to South Payson. The growth in the southern part of Utah County has been tremendous the last few years and it will continue as this is where there is room for growth. It will be much less expensive to do those lanes in conjunction with this project. Otherwise, as is so often the case with public improvement projects, the construction will be completed and people will already be asking when the congestion from Provo to Santaquin will be resolved. (Much like Utah County residents asked after the Salt Lake County I-15 expansion before the Olympics.) Thanks for taking suggestions!!</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
241	Website	Cathy	Thomas	Provo	<p>Please do not put in a frontage road or any option that would increase traffic in the Grandview area. We want to keep our neighborhood peaceful and quiet--there is all ready plenty of traffic. This would impact schools</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					where children will be walking. This would encourage commercial development which we don't want in our neighborhood. Please look for other options. Cathy Thomas	the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
242	Website	Chris	Holverson	PROVO	ABOUT 1.5 YREARS AGO I RELOCATED FROM SALT LAKE CITY TO PROVO. I AM A REALTOR AND PAY EXTREAMLY CLOSE TO MARKET TRENDS. FOR THE SIZE OF CITY THAT PROVO/OREM IS. IT HAS NO BUSINESS LOOP. NOR DOES THE SURROUNDING AREA HAVE VERY GOOD TRAFFIC PATTERNS. I BELIEVE THE EXPANSION OF I-15 IS A VERY GOOD PROJECT. I ALSO BELIEVE TRAX WOULD BE BENEFICIAL. IF WE DONT START PLANNING FOR EXPANSION, WE WILL HAVE A HUGE PROBLEM IN 5 YEARS. WHEN WE WILL NOT HAVE ANY MORE TIME TO THINK ABOUT HOW TO HANDLE TRAFFIC PATTERNS. WE NEED TO BUILD IT. AND IT WILL COME. THIS IS EVIDENT BY THE SAME PATTERNS THAT TRAX EXISTED BY. EVERYONE HATED THE IDEA, UNTIL THEY SAW THE DIRECT RELIVANCE OF ITS USAGE. THEN EVERYONE GETS ON BOARD. WHEN WE LITTERALLY RUN OUT OF BUILDING ROOM. FROM THE USAGE OF THE SALT LAKE FLOOR, SALT LAKE WILL HAVE TO DECIDE TO SPILL ITS GENERAL POPULATION OVER TO TOOEL, DAVIS & UTAH COUNTY. DAVIS COUNTY ISN'T RELIVANT DUE TO REFINERIES. TOOEL IS TOO FAR TO DRIVE W/ (comment ended like this direct from website PM)	Comment noted
243	Website	Brandon	Johnson	Provo	I am opposed to the 2 proposals for the I-15 project that include a frontage road, and exits near, and routing to, 1730 N in Provo. This road runs through a completely residential neighborhood with hundreds of children that must cross 1730 N. in order to get to and from school. There is no other route to get to and from school. We are already experiencing speeding cars and multiple accidents along this road. A freeway exit near us will only increase the amount of traffic and accidents in our neighborhood and put our families at risk. I am also opposed to an underpass that would allow access from the west side of Provo to the east side via 1730 North. This increase in traffic affects my safety, my property value, and the safety of my children. I urge you to choose one of the other 2 options that do not include an exit near this road.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
244	Website			Orem	Please widen I-15 as soon as possible. Things are only going to get worse.	Comment noted

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245	Website			Provo	I support Option A	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
246	Website	Julia	Currey	Provo	I strongly support the I-15 expansion - A - for Utah County. We are one of the fastest growing areas in the nation and we can't put this off. Please approve this for the sake of our businesses, community and our children's future. thank you	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
247	Website	Craig	Prestwich	Provo	I prefer that proposed changes to I-15, at the University Parkway not include the proposed frontage roads. But if the proposed frontage roads are used, that 1740 N. or 1730 N., (which was referred to as the same road in the Jan. 9 meeting), not be used as a connector road to the frontage roads. Thank you	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
248	Website	Darren K.	Breen	Provo	To Whom It May Concern, I live in a neighborhood impacted directly by the proposed frontage roads and access to them in Provo. Let me say up front: I am opposed to ANY plan that includes 1730 and/or 1740 North Provo as an access route to and from the frontage roads. The reasons for this are numerous. 1. The route cuts through a residential neighborhood. 2. The route has an elementary school. 3. The neighborhood is designated a "walking neighborhood" meaning children generally walk to school. 4. The neighborhood is growing, i.e. more homes are being built bringing more young families with children. 5. The demographic of the existing neighborhood is changing, i.e. older homes are changing hands to (again) younger families with children. 6. The above points are very important because there will be a lot of children walking to school and playing by a very busy street. Although frontage roads are meant to distribute traffic more evenly through the	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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249	Website	Gary	Nielson	Orem	<p>neighborhoods, the DEIS says traffic will more than double traffic on 1740 N., and the same report said that traffic would change little if frontage road access there went unbuilt. 7. Geographically, 1740 N. is a straight shot (running east to west) to Brigham Young University campus. It will undoubtedly become the preferred route for students who commute to BYU using I-15. Under these circumstances, road use/traffic levels from the DEIS may be drastically under-estimated. 8. Given human nature, drivers will probably drive faster than the posted speed limit. Again, this makes the route hazardous for pedestrians in the area. At the public meeting, a Provo city official stated that roundabouts lower traffic speed by 3-4 mph. But when a child is hit by a car, getting hit at 22mph isn't much different than 25mph. Roundabouts also limit visibility. 9. Provo City endorses the 1740 access because Mayor Billings wants to expand Provo Airport and make it a hub for FedEx. The airport expansion would require three access points to I-15. Airport expansion is opposed by the general public, but Billings insists on trying to move forward. 10. Finally, Mayor Billings and at least one other member of city government own property by the proposed 820 North access. Rumor is Billings anticipates selling his to the state as part of the corridor project. Obviously this is a gross conflict of interest. In closing, let me say that the corridor project, in general, seems a good thing, as do the frontage roads in Provo, but let me say again, I oppose any plan that includes frontage road access at 1740 North.</p> <p>Sincerely Yours, Darren K. Breen</p>	Comment noted
250	Email	Suzanne	Hillestad	Provo	<p>To whom it may concern: I am commenting on the I-15 corridor project for Utah County, specifically concerning the off ramps in Provo. I am in complete opposition to any freeway connections or connector roads at 1730/40 N in Provo. This neighborhood has many children that are constantly crossing the streets for school or playing with friends. It is also a popular neighborhood for walkers and joggers. The peak traffic period would be re-routed through our neighborhood. 1730 North street was designed to be a street only for our local neighborhood and not as a route to BYU and Provo City. I support "option C".</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
251	Email	Jan	Heriford	Provo	<p>I am very much opposed to all three plans presented at the Westridge Elementary meeting last night. It would be especially devastating to have 1730 N. connected to the freeway in any way. Many children would be affected negatively by this move.</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include

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				Thank you, Jan Heriford, 1923 N. 1500 W. Provo		the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
252	Email	Hollieann	Gardner	Provo	<p>To whom it may concern,</p> <p>I appreciate you taking so much thought and concern when reading our letters. It is also goes without saying, that everyone appreciates the processes that you go through to try and meet the needs of all individuals. I have recently revisited the idea that has been presented for Utah County, involving the corridors, but more specifically this letter will mainly address the plan for Provo.</p> <p>We live in the area between 1460 N. and 1730 N. and are very concerned about opening the area to more traffic. The speed limit is currently 25 there, and leaving it at 25 will not help with added traffic. There is already plenty of traffic streaming through there, especially in the morning and early evening hours. I am not proposing that you raise the speed limit, I am simply mentioning the fact that for the kind of traffic that you are looking at, it would better serve them to be on a wider road at a more appropriate speed limit of say 35, to which this road cannot handle that high of speed.</p> <p>Currently people travel at 35 and much higher, and many pedestrian accidents have occurred. Just 2 weeks ago my husband was coming through the roundabouts (which we personally love - we hate stop signs), and a girl on a skateboard was hit by a car who drove off. My husband stopped, and helped her to get home. It was a very scary situation.</p> <p>Additionally I think we need to count the crosswalks that will be in play. With Grandview closing, Westridge school will be taking in a wider region of students who will be traveling further on foot. We need to be so careful with those small children, and I think that would be everyone's number one worry if we had to rank them.</p> <p>Additionally the concern would be the plan once they reach the end of 1700 N. You have an option there of going straight across or turning onto Columbia Lane. I am all for the round about there. This past week I sat at the bottom of 1700 N. trying to turn right for over 5 minutes. There were only 2 cars in front of me, and both used all advantage to take their turn in getting out on the road. There simply was too much traffic heading through Columbia Lane. Columbia Lane is not wide enough to handle any more traffic. I think in this case you may need a 4 lane road. At 8:00 in the morning when people are heading to BYU and the students are heading to Provo High, Columbia Lane will be backed up all the way North over the bridge and past the DI. It is crazy. For this reason my neighbor goes to BYU at 7 in the morning. I can only imagine what this will be like with added traffic. I think it is a great idea to give</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					<p>UVU their own exit if it is put in correctly. They are a clear commuter school and mark for a lot of the traffic. I think when they were being considered to be a University, Orem should have realized that they were going to have some additional traffic nightmares, and plan and adjust accordingly. I do not think Provo should have to adjust for such a problem, but putting a very nice neighborhood at risk from increased traffic is definitely not the answer.</p> <p>I do think however that like UVU, Provo needs to adjust for BYU. This was the reason that the University Parkway was originally put in. Let's use it for that. I think Provo should also look into alternative methods of getting people to BYU. We could do free bus passes, we could look at park and ride parking lots, and get shuttle vans from UTA. Provo City could issue some kind of credit for people who ride their bikes. In our neighborhood, many of the BYU faculty/staff ride the bus, walk or carpool. This should be a consideration for people to take when choosing where to live. Likewise, I think BYU should be somewhat responsible, in considering what they can do. When I lived in Colorado, the colleges there did not allow Freshman or Sophomores to have cars. Only Juniors and Seniors were allowed cars. Thinking this is unreasonable is sad. When attending BYU I did not have a car until I was a senior. I chose carefully where I would live, and I rollerbladed and rode my bike. I also worked on campus. These things are feasible, we just need to think through alternative methods of solving the problem. I really think they should look heavily into a permit system. Only allow certain people to park at or around campus. Those permits should be a lot of money, and anyone without a permit can have a park and ride lot. I think it sounds nice to not have to waste the gas, find a parking spot, and walk a million miles, just to get to class/work.</p> <p>In summary I think the basic statement that covers how I feel is if you build it...they will come. We need to think of alternate methods, not every single person needs to drive a car to get through town. We need to be more responsible. We need to carpool. Let's ride bikes. Live closer to where we work. Give businesses incentives to allow flexibility in working at home, or rotating 4 day shifts instead of 5. Whatever we can come up with will be better than building more and ruining the great community we currently have. Thank You, Holliamn</p>	
253	Email	Ted	Tronson	Provo	<p>I believe that the citizens of Provo and Orem near the 1740 N and 2000 N interchanges have been unfairly dealt with by our City Governments. I am not sure how both Provo and Orem City can "submit a plan to UDOT" when neither city has asked any of the neighborhoods for their opinion. I would think that a city would have to have formal input, or at least a council meeting to take input on the issue before it could "make recommendations</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a</p>

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254	Email	Jeffery	Dalebout	Provo	<p>for and in behalf of its citizens". We have been promised (and have signed papers from them) by the Mayor of Provo (Lewis Billings) and the City Council that the Grandview Neighborhoods would not see any increased traffic due to any Freeway access or artery road. I am totally against bringing new freeway accesses into our neighborhood at 1740N or 2000N (Provo) because opening up a new access to the freeway will cause the following problems to our neighborhood:</p> <ol style="list-style-type: none"> 1) It will attract traffic through our neighborhood that has no need to come here (commuters find it as an alternate route) 2) We have 2 schools on 1740 that the traffic will be delivered to. 3) This neighborhood was built as a STRICTLY RESIDENTIAL neighborhood 4) Keep the main arteries out of the residential neighborhoods 5) BYU game days will flood our neighborhoods with traffic. 6) I don't think the traffic estimates even come close to what reality will be. 7) If we really need another access to the freeway it needs to come from a spot that is growing - like the West side of the freeway. The East side of the freeway has no new ground to build on. It is pretty much 100% built. 8) Both option A and B violate the agreements reached previously with the Provo City Council and Mayors office. Please see the attached letter from the Mayors office. 	<p>roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
255	Email	Shannon	Child	Provo	<p>Ted Tronson Grandview North Neighborhood Chair</p> <p>Our streets are busy enough. Provo 800 N should have the offramp. It is a straight shot to US 89, BYU and University Avenue. Why do it on 1730 N? Whoever thought of that idea really wasn't looking out for the best interest of residents of Provo or commuters.</p> <p>Jeffery Dalebout 1407 W 1980 N Provo, UT 84604 801-426-5354</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
					<p>To whom it may concern: I am writing concerning the proposed plan for freeway exits at 2000 S. in Orem, 1740 N. in Provo. I am concerned for the safety of the residential, school and Nelson's Grove Park children in the area. We already have 4 exits in Orem with only 2 in Provo. This makes NO SENSE seeing as much of the traffic will be going through to BYU. 820 N in Provo would be a perfect alternative, it leads into MUCH less residential and is closer to BYU, UVRMC and commercial areas. Please reconsider your proposal. Sincerely, Shannon Child 801-226-7570</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South</p>

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256	Email	Karen-Ann & Gary	Rhoads	Provo	Grandview Hill does not have any collector streets to pick up all the extra traffic. With the options presented it will encourage much more traffic, especially East/West traffic, than expected through our neighborhood streets. Why not enlarge 800/820 North which is already in existence and make a large intersection @ 2000 South or 1430 South where Orem wants it any way. Sincerely, Karen-Ann Rhoads	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
257	Email	David & Natalie	Tanner	Provo	Dear 1-15 Project Coordinators, I attended the public meeting held at Westridge School in Provo on Wed. Jan. 9th. I also attended public meetings several years ago when consideration was given to a freeway interchange in the vicinity of 1740 N. I am opposed to the proposals A & C that include the frontage road option. In my opinion the frontage road proposals are only slight modifications of the interchange that was almost universally opposed by our neighborhood in the past. Your studies indicate a dramatic (nearly 50% as I recall) increase in traffic through our residential neighborhood. Provo City wants to create east / west traffic flows but that is accomplished much more effectively on 820 North which already has direct access in the area of Utah Valley Regional Medical Center and BYU and has less impact because of the amount of existing commercial development. Sincerely, David & Natalie Tanner, 1681 N. 2000 W. Provo, UT 84604 801-472-9772	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
258	Email	Lorraine & Gordon	Nelson	Provo	We would like to voice our opinion as being opposed to a connector road to I-15 on 1730 N. in Provo. We are life-long residents of Provo and have lived in four different areas of Provo. One of the main reasons we chose to build in the Grandview area was because of the quiet neighborhood setting. After previously living on a very busy west Center street in Provo, this was a primary concern in selection of a building lot. Plans to build a connector road that travels through residential neighborhoods absolutely makes no sense. The roads through Grandview do not directly lead to 500 West, State Street or University Avenue. It seems rather obvious that it would be a better plan to have roads that lead directly to these other main artery roads. The area on 850 north is already an industrial area, without as much residential development as the Grandview area. It also leads to the schools and established businesses that have been there for many years. We are extremely opposed to any plans that will destroy the quality of our neighborhood! Sincerely, Gordon and Lorraine Nelson, 2036 W. 1600 N. Provo, Utah 84604	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
259	Email	John	Berry	Provo	Please do not put a frontage road into the Orem Provo area. I support an	The Preferred Alternative is Alternative 4:1-15

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					exit at 820 North in Provo and 800 South in Orem but by NO means would I be supportive of a 2000 South in Orem exit. Thank you, John Berry	Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
260	Email	Lyndi & Mike	Nielson	Provo	<p>I live on 1700 North in Provo and have noticed a great increase in traffic from all the new housing that has gone in replacing the original orchards. We are able to deal with it but have to be careful backing up to get out of the street. We have to watch for cars and also children, since many live on 1700 North. I am greatly concerned that allowing freeway access on this street would ruin our wonderful neighborhood. We already have trouble with cars racing around the new roundabouts and not slowing down for children in the area. This has been a great residential area for many years, drawing many good families who want a safe place to raise their children. Allowing that much traffic into the area will diminish the value and safety of the neighborhood. Please consider the 800 North area which already has commercial businesses and seems like the more logical place to put the freeway access. Thank you. Sincerely, Mike and Lyndi Nielson</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
261	Email	Mark G	Gayman	Provo	<p>Dear Sirs, I am opposed to the current resolution by the City of Orem that supports Option A in the expansion plans for I-15 in Utah County. I live in an area that is adjacent to one of the proposed connectors to the proposed frontage roads and I am certain that this option, if built, will cause more ambient noise and accidents (both vehicular and pedestrian) due to the increased traffic on 1740 North Provo and 2000 South Orem. I am in favor of new interchanges on I-15 at 820 North Provo and approximately 800 South Orem, and a SPUI at Center Street Orem. I would rather see the four lanes of frontage road employed as four additional lanes to I-15 between the University Parkway exit and the Provo Center Street exit. This expansion must include sound walls and foliage (not xeriscaping) between I-15 and Sandhill Road, Orem.</p> <p>Sincerely, Mark G. Gayman 2181 South 140 West Orem, UT 84058</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a
262	Website	Steven & Jeane	Burton	Provo	No frontage road system—if Provo truly needs more freeway access, then bite the bullet, buy up one side of 820/800 N in Provo, and build a decent-sized arterial road from University Avenue to a new freeway exit. This seems a much more efficient way to move traffic across Provo than drizzling it through three different "neighborhood" streets with driveways that back into the street, children playing in the front yards, and slow speed	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a

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					limits. In particular, the frontage road system will add traffic to 1700 N which is already known as the "shortcut to WalMart" and turn it into the "shortcut to the freeway" (Bulldog --> Columbia --> I-15) which makes little sense for a street which hundreds of children stream across at over a dozen intersections walking to Westridge Elementary School. If a street has to be "ruined" to accommodate the traffic flow, than let's ruin one street rather than three streets.	roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
263	Website	Jorji ? June	Roberts	Provo	I am opposed to the proposals that would involve 1730 N in Provo. The other 2 options would put a lesser # of citizens at risk and are more suited for the purpose. My chief concern is the # of children who cross 1730 N daily.....who HAVE TO, go to school.....this area is a completely residential neighborhood. I also have very valid property value concerns about this newly developed area.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
264	Website	Keith	Roberts	Provo	I oppose any plan to construct an interchange in the area of 1730 N in Provo. This is a highly residential area with many small children. This would be a safety issue for the children. It will also detract from the peace and quiet of the neighborhood as traffic increases. Property values will also decline due to increased traffic. This is a bad idea. Freeway interchanges are typically built on main artery streets. It makes more sense to put it in on 820 N. A street that is partially commercial and already a main artery.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
265	Website	Reggie	Gardner	Provo	I am concerned about the proposed plan to send increased traffic through Provo's residential neighborhoods. Provo has long needed a major East/West corridor, the proposed plans still don't address this issue. Simply increasing the number of roads that connect to the frontage road isn't the answer, at least not without a major corridor. I believe that 800 North is the most viable option to do this. It's a good location in between University Parkway and Center Street, it's already wider than most residential roads, a large part of it is commercial, it already has bike lanes, and for the most part it is straight. If 800 North were widened then I could potentially support connecting other roads such as 1700 North to the new frontage road. But 1700 and 1460 run by 2 elementary schools and past several homes. Neither area is commercial. Neither area has a wide street. Both areas have several small children living along those roads. Neither street is a direct route to anything, which puts people back along the main North South roads. We, as in Provo, do not have our East to West traffic optimized, and it does not make sense to add additional traffic	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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266	Website	David	Beukers	Provo	<p>onto East/West routes if it is not optimized. We are just creating a larger problem within the city. I don't think this is the ending solution for Provo, and I think as an interim solution, it will really ruin a nice quiet, neighborhood.</p> <p>Provo needs additional accesses to the freeway. The options with frontage roads offer this, while the others do not. I would support building the collector/distributor frontage roads. The new or modified underpasses or overpasses across the freeway will also be a great benefit to residents of west Provo. The options with the new Orem 800 South Interchange would appear to best serve that area and provide the best access between the campuses on either side of the freeway. Because of the above, I feel that Option A would be the best choice. About the interchange options for the Provo Center Street interchange, I would normally choose the SPUI option, as it usually seems to keep traffic flowing well. With the frontage roads added in, this actually looks worse than the diamond option, so I believe the diamond would be better in this case.</p> <p>I know that some Grandview hill residents have concerns about increased traffic through their neighborhood (on 1730 North) with the frontage road options. I believe that most drivers would still prefer other routes to get into Provo, except for those that live in the Grandview area, so this would not cause a significant problem for the residents. I do have a couple of questions: The underpass (or overpass?) at what is shown as 1740 North makes me wonder if anything will be done with this road west of the freeway. Currently it is a very minimal road with grade crossings with little control. I also wonder about the intersection of 2000 North/South with 2800 West (between the tracks). Will left turns here still be possible? Also, will there be any change to the grade crossings on 2000 North/South?</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
267	Website	Kim	Nielsen	Orem	<p>Option A sounds like the most appropriate option for us in Utah County, please add my vote for this alternative. Thanks</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
268	Comment Form	Ruel A	Allred	Provo	<p>We feel you have done a good job responding to concerns expressed two ½ years ago. We are in favor of the frontage road proposal with access through 1740. We live on Grand Avenue and traffic is increasing. We favor proposals that will take traffic from high densely populated areas such as ours.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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269	Comment Form	Jared	Hinde	Provo	I am not interested in the 1730 N. exit. Traffic will increase E & W by much more then 50%. BYU traffic will increase as they come up Columbia Lane, from Bulldog, and through our neighborhood. We have a lot of children that cross 1730 N to go to Westridge and it would be very dangerous. The roundabouts don't slow people down and it would get much worse. Provo's growth will be on the West side of the Freeway, not on our side and will impact traffic also. Option C or D.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
270	Comment Form	James	Robertson	Provo	Main issue for most people in Grandview is increasing traffic by serving as a partial corridor for BYU and associated east Provo business. Comparing to Orem not same: Orem has UVSC next to freeway and UDOT recognizes need for separate flyer to it. BYU is on far side of Provo, so not easily dealt with. We aren't concerned about local traffic, but about having corridors from east side through us to I-15. Suggestions: 1) Add lanes to University Parkway and build a frontage road system for it to handle local on-off business traffic. Center portion becomes quasi direct line East/West. 2) Redesign and improve Center Street interchanges, similar to redesign down a few years back at Univ Parkway and University Ave (Towne Center). Note: Sandhill Road and Independence, (also Geneva) already provide good local frontage road service without opening corridor through to east side.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
271	Comment Form	Kristine	Manwaring	Provo	I prefer a new on/off ramp at 800 S. instead of the flyover at University Parkway. (Option A) -I only want a frontage road if there is not access to the frontage road at 1740 N in Provo. I do not want 1740 N to go under the freeway, at all. We are willing to have congestion in exchange for an intact, low traffic neighborhood.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a
272	Comment Form	Gerald L	Adams	Provo	I favor the frontage roads. I feel it will slow the flow of traffic from Grand Ave. and 1460. It may put a little more on 1740, but not that much.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a

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273	Comment Form	Wayne & Suzanne	Francom	Provo	No to Collectors A and B Too much traffic through residential areas at 1460 N Provo, 1730 N Provo and 2000 S Orem. 2000 S has been fought over for years and never improved, therefore traffic to 2000 S collector will come through on 1460 N and 1730 N to 2100 W then to 2000 S, 2000 S from Main Street to east is useless. Yes to Option C – Add 8th South Exit in Orem. The flyover idea getting traffic off the freeway and missing two lights on University Parkway is great!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
274	Comment Form	LaDawn	Osborn	Provo	I do not favor the frontage road as I feel I would see an increase in traffic through my neighborhood. I feel that it would negatively impact our neighborhood and request that the frontage road be taken out of the project.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
275	Comment Form	Scott	Mckell	Provo	I think that the plan utilizing 1740 as a frontage road access should be off the plan altogether. Too much traffic in my neighborhood. Thanks.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
276	Comment Form	Matt	Staker	Provo	Most traffic between Univ Pkwy & Provo Center St. is BYU, downtown Provo and UVSC (UVU) students & faculty. Why would making 820, 2000 S. or 1730 N. help anyone? I only see it causing more traffic through neighborhoods. 820 N. & 2000 S. have the least amount of residential zones. Please do what it takes to bypass 1730 N. and save our children! 2000 S. Orem & 1730 N. Provo are very close together! 820 N. Provo & 2000 S Orem make the most sense.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
277	Comment Form	Julia	Chappell	Provo	I vote for Option C. No frontage road. Use roads that are already being used as traffic roads University Parkway/Center Street. If Orem residents	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at

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					hate the traffic why make more neighborhoods suffer. Just because some have traffic does it make it better to make more neighborhoods have traffic? Why make a thoroughfare out of an elementary school zone? Northridge is a walking school! No buses, after this year. There will be 820 children walking to school. An increase of 50% 6000 - 9000 by having the frontage road makes that a danger to school kids.	American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
278	Comment Form	Judith	Robertson	Provo	Option C and D are only viable options for our neighborhoods. No frontage roads. No connection to Geneva Road. Frontage Roads would only give access to all BYU, etc traffic through our neighborhood. No Frontage Road!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
279	Comment Form		Roakelley	Provo	Who is going to buy my house when the value goes down because of these "improvements" Will my taxes go down will there by any benefit for me?	
280	Comment Form	Verle	Duerden	Provo	The 1740 N. access point does not seem necessary. - X – The 820 N. Access point must be done first!!! Your comment period is way too short especially because of the holidays.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
281	Comment Form	Richard & Merilee	Terry	Provo	As homeowners directly impacted by the decision to add a thoroughfare at 1730 N., we strongly oppose the decision to add frontage roads if our children in our neighborhood are put directly into danger!! Here are our important points. •Westridge Elem. Is on this street •As of 2008, all students will be walking to this school. Many cars already speed by our home & we're constantly being put in the position of trying to slow down drivers. An access road will only increase this problem putting 800+children at risk. •In 2001 (?) we voted/banned together to stop an interchange at 1730 N. At this time, we were unaware this issue (similar) would come up again. Why did Provo City allow more development in our neighborhood if they were aware of this option?? •Why can't we just eliminate one 1730 N. access road completely? It is our hope that you will consider our request to modify the plans to take out the 1730 access road.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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282	Comment Form	Julie	Rhineer	Provo	Also – is it a possibility that 1730 N. would need to be made into 2 lanes? How would this be addressed???? I am totally against a frontage road. We need no more traffic on our streets.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
283	Comment Form	Carrie & Rob	Moore	Provo	No access to 1740 N.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
284	Comment Form	Suswogger	Provo		The integrity of this neighborhood should not be compromised. This is not an area of commercial or industrial. It is a RESIDENTIAL area & should be protected by the city officials. This is a beautiful, peaceful neighborhood, where the residents invested a great deal of money in building homes & communities to enhance Provo & as someone who moved here from out-of-state, I have continually been surprised at the lack of planning to beautify Provo. Grandview Hill is one of the more desirable neighborhoods in Provo. Why would you plan to negatively impact one of Provo's most desirable places to live? Provo needs neighborhoods like this. There are far too few of them. Your proposal is a huge negative impact on this neighborhood. Keep increased traffic in commercial & industrial areas – who expect that & desire it – not in a residential neighborhood. Provo needs to preserve desirable neighborhoods as well as be concerned about traffic flow!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include
285	Comment Form	Neal & Leila	Kramer	Provo	Our concern is with the access from 1740 North to the frontage roads (north/south). Right now, the appeal of our neighborhoods is limited access, with no real through traffic. 1740 access to frontage roads will change the character of the neighborhood. We worry about kids walking to school. We worry about the noise and speed. We would therefore prefer options C or D, emphasizing 800 South, University Parkway and Center Street. Thanks for letting us respond.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include

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286	Comment Form	Vivienne	Reynolds	Provo	I am totally against traffic coming down 1740 N & I460 N to a frontage road. 820 North is the logical Road to the westside it already goes from University Ave to Geneva Rd. 2100 W is already overloaded with traffic that goes way over the speed limit.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
287	Comment Form	Jon & Tresa	Heaton	Provo	Stop the Interchange at 1730 N –	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
288	Comment Form	Linda	Sullivan	Provo	Option C is the option best served for my neighborhood. 2000 So eastwest corridor and 820 North is sufficient distance to accommodate frontage road traffic 1730 is too close to 2000 south and not necessary. But yet dramatically increase traffic through Grandview – with the school on 1700 it makes no sense to extend 1730 under the freeway. This comment period feel pointless – you have already made up your mind – you are wasting our time – placating the resident's.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
289	Comment Form	Susan	Cherry	Provo	We do not want increased traffic on 1730 – 1700 North. It is more logical to connect on 820 No where there are not as many homes close to the freeway. We do not want a round-about at 1700 No. & Columbia Lane – The traffic is already too heavy there.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in
290	Comment Form	Michelle	Hollis	Provo	I would like to propose leaving 1740 out of the mix. I really feel that BYU traffic, especially on game days would very seriously effect the Grandview neighborhood negatively. I don't trust Provo City enough to put trust in the	June 2008

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291	Comment Form	John & Joan	Syme	Provo	<p>promise not to connect to the west side. I do like the proposal to put a UVU exit in & direct the traffic to the university. As for roundabouts – they are awful and do not help as people do not yield. You get stuck trying to enter them –</p>	<p>The Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
292	Comment Form	Karla	Mercer	Provo	<p>We strongly favor the frontage road project! No project will please everyone. We live on a very busy street (1550 W St) we have learned to live with the added traffic (school buses, UTA busses and hundreds of cars trying to get into and out of our area.) Disperse traffic as much as possible. Sure it will be inconvenient for a few but live with it or move!</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
293	Comment Form	Brian	Longson	Provo	<p>With the 2000 interchange it isn't necessary to make an interchange that close! Leave 1730 as it is. We don't want more traffic going through our neighborhood!</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
294	Comment Form	J Verl	Rasband	Provo	Concern about traffic on 2100 West	Comment noted
295	Comment Form	Brian	Longson	Provo	Why a frontage road and not an off ramp at 2000? Would not that eliminate frontage road and pave 2000 all the way to State or 1720 N. 2000 is also a Provo Rd correct? This could help uncongest University Parkway on game days.	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a</p>

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296	Comment Form	Elane	Cuell	Provo	Please, please, please take 1740 N. out of the options & leave our neighborhoods in tact. Thx	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
297	Comment Form	Dell R	Tyler	Provo	I attended the meeting at Westridge Elementary School and the concession was the frontage road access at 1730 No. was not an option to the residents of the area. May I suggest that you encourage Provo and Orem with the State's help to make 820 N. and 2000 S. into major collector roads, even if that requires buying homes to widen roadways to make left turn lanes, eliminating the need for another access to the frontage road at 1740 N.. With two accesses within 2 ½ blocks of each other sound excessive. Improve Columbia Ln. to handle more traffic to 2000 S. Orem. Straighten out 2000 S. and put in speed controls in the form of a round-about at Main St. and 2000 S... and correct the Round-about at Sand Hill Rd to take the increased traffic. With the improvements at these two areas access to Geneva Rd and points west would help traffic in an East West direction especially with Railroad over passes at 820 N. and 2000 S. locations. This would give residents on the West side of the I-15 greater access to the freeway and down town Provo and Orem.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
298	Comment Form	Jane	Stewart	Provo	We do not want increased traffic in our neighborhood. A frontage road would increase traffic – specifically 1740. I support no frontage Road.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
299	Comment Form	David	Witt	Provo	All of the discussion on "Traffic Through the Neighborhoods" & how negatively all residents feel about it was held 3 years ago (or whenever). UDOT & the cities involved have come back with a REASONABLE alternative – the "Frontage Road" system. The residents who are adamant about being "against" the Frontage Road (collector roads) system are not	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					being reasonable now. Even a threat of lawsuits! That would be ridiculous - and end up with delays & costing millions more! You have answered what the citizens complained about before – with a rather creative & effective solution. DO NOT listen to a vocal few who are not in favor of the inevitable increase in traffic. I'm certain that for myself - the traffic in front of our home on 1500 West will decrease. Yeah! Dave 375-6700	at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
300	Comment Form	Alan	Kay	Provo	Doubling the traffic load on 1740 N is totally unacceptable! The traffic speed on this road and through our neighborhood is already going on average of 35-40 + mph. It is becoming a very dangerous situation with two neighborhood elementary schools located very close to the street. If, however, this plan moves forward, and 1730 N becomes a feeder road to the frontage road, then we will DEMAND that 1730 N is made as unattractive a road as possible by adding stop signs, speed bumps, crossing guards, etc. to try to deter people from using it. You put this "feeder road" project through and we the residents of the impacted neighborhoods, will continue to fight to do all we can to deter traffic from our street – thus nullifying the "benefit" of the frontage road plan!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
301	Comment Form	Doug	Gale	Provo	I support option "A" for the Utah County rebuild from 800 South in Orem to Center Street in Provo.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
302	Comment Form	Karl	Sorensen	Provo	I like the frontage rd. idea. I also want to propose that University Parkway be changed. Make it more like a freeway, lower the road thru the Orem bench, put bridges & on off ramp on all roads crossing this freeway, and make it so traffic flows without stop to the I-15 freeway.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a
303	Comment Form	Lynn	Tromley	Provo	Why would an option choice be to flow traffic through a residential area with 2 elementary schools, when another option could place it in a more logical location away from children? Where is the logic in the 1740 option? Most of us have small children in this area?	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a

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304	Comment Form	Jon & Tresa	Heaton	Provo	We (my family and I) do not want an east/west corridor at 1740 N in Provo to access the frontage road. We believe it will be dangerous for numerous children walking to and from Westridge Elementary School. Westridge will shortly be the only elementary on Grandview Hill with only walking students (no bused). We have already had several accidents on 1740 N., with increased traffic it endangers our children even more. Likewise, much of the Grandview area land has been recently developed under the impression it would have all the benefits of a strictly residential area. Your plan to connect 1740 N to frontage roads with a very convenient set-up for an on/off interchange in the future if it is deemed necessary, is unfair to property owners who have spent million collectively to live in a safe, quite neighborhood. There are better options -please consider them.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
305	Comment Form	Jean	Savage	Provo	I am in favor of the collector roads or what's called frontage roads.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
306	Comment Form	Lucille	Carter	Provo	If there is an access at 820 North and 2000 North, I feel that it is not necessary to have 1730/1740 access because of the children going to school in the neighborhood. There will be too much traffic. We want no round-about on Columbia Lane.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
307	Comment Form	Laura	Salzman	Provo	I am really concerned that everyone is concerned about the flow of traffic, but it seems that no one is concerned about the safety of our children. Did any do a research in how this will affect the families in these neighborhoods. Already there is a speeding problem on 1740 North and 1700 N. which is all connected. How are you can protect our children!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South

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308	Comment Form	Robin	Ebmeyer	Provo	I live on 1730 North in Provo. It is a busy street at this point in time. I am greatly concerned about increasing traffic on this densely residential neighborhood. Because of newer developments on this street there are mostly younger family with many many children. I think it will increase the danger to our children (my own included). I am not interested in 1730 connecting to the west neighborhoods which I believe has been cleared up. I am not interested in an on ramp or off ramp near 1730/1740 again because I don't want increased traffic through the unique Grandview neighbors. Thanks. I do not want additional traffic on Grandview Hill.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
309	Comment Form	Steven & Jeane	Burton	Provo	1. 820 N. in Provo is already set up for industry. If it were used as a freeway exit it would be halfway between Center and University Parkway. 820 N. would not go through as many neighborhoods but would be a straight shot to State Street and South BYU campus. 8th N. exit would help BYU students who live south of campus get to the freeway. It would pass no schools between the freeway and State Street. It already has lights. 2. The neighborhood says we don't want a freeway entrance, so you gave us 3. Please don't. 3. You have done an environmental study, but have you done a family impact study? This would not work well for small children in the neighborhood. We are zone residential. Please be respectful of this. 4. My husband rides the bus daily to keep traffic low in the area. We don't want people cutting through our neighborhood. 5. It would increase outsiders, thus increasing crime.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
310	Comment Form	Mary Ann	McFarland	Provo	1730/1740 North is the WRONG Road for a feeder to the frontage Road. This will take traffic between elementary students and their school. There is NO NEED to open this road up – 820 and 2000 can take the traffic. As the quickest route between I-15 and BYU, you are turning a school yard and front yards into a thoroughfare. Westridge is WALKING ONLY SCHOOL (after 2008) (No buses) Take 1730 off the plans! Tell us honestly how we can block it I will not sacrifice safety for convenience.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
311	Comment Form	Loriem	Francis	Provo	Part of the charm of the Grandview neighborhood is that it is somewhat of a geographical island. There are only residence and no businesses. There are only a few accesses to the neighborhood – one on the south end of the hill coming up from 820 N., Grandview Ln coming up from the east side, Main Street coming south from Orem, and a few other small roads that come up from the east. Residents on Grandview enjoy our neighborhood this way. A frontage road will distribute traffic and alleviate problems on Ctr. Street and Univ. Parkway, but it will do so by channeling traffic through Grandview neighborhoods to the 1730 frontage road access. Traffic will	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					move along 1730 N. and 1460 N. 1460 N. is the site of Westridge Elementary, the largest elementary school in Provo, with 820+ children. Please DO NOT build a 1730 frontage road access. The traffic patterns through our neighborhood will destroy what we love about our close knit quiet neighborhood. *A side note: one gentleman stated he did not like roundabouts. Several others agreed. Myself and others seated near me like roundabouts. I like the flow of a roundabout without using stoplights & that they decrease traffic speeds.	
312	Comment Form	Gaye	Gibbs	Provo	I have concerns about children walking to school on 1460 next year as Grandview elementary will be closed. Westridge will have an after school program and children will be walking home at 5:00. If traffic increases on 1460, THIS IS A MAJOR omen to these children.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
313	Comment Form	Robbie & Karen	Bosco	Provo	I don't want 1740 N. to be an access to the frontage road. 2000 S. (Orem) and 820 N. access to frontage road are sufficient. I think the frontage roads are a good idea.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
314	Comment Form	Vicki	Gehring	Provo	1. Several of the reports I have read on the impact of freeway expansion indicate that expanding freeways to solve traffic problems actually generates more traffic. The easier it is to get around the more people are encouraged to use their cars. Therefore I think making mass transit easy and convenient is a better option than freeway expansion 2. Our neighborhood is in a unique situation that was not really addressed by UDOT, but was voiced by several of the Grandview residents – anything you do to make east/west traffic flow easier is going to increase traffic through Grandview. I am in favor of isolating the Grandview neighborhood from any access to the freeway!!! Provo City Council voted unanimously not to allow any increase in traffic through our neighborhood!!!!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include
315	Comment Form	Heather & Devin	Durrant	Provo	I prefer either option C or D. I do not want a frontage road or access to the Grandview neighborhood. 1740 should not be a collector road.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include

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316	Comment Form	Jennifer and Adam	Legas	Provo	<p>Hello. We live on the Grandview hill neighborhood. Our home is bordering Columbia Ln. Many hundreds of cars use our i§ivory homes!“ neighborhood Columbia Ln via 1950 N „— 1700 N This is very dangerous and the neighborhood was not designed for this purpose! It has become dangerous and with the new plan this traffic would increase a hundred fold. I am sincerely hoping for the safety of our many children who walk and bike to Westridge this will not happen! I have 4 children that will go to Westridge. We only have one option to get to the school. In Grandview we live close enough where their is no busing as of Fall 2008 to Westridge. That equals @ 600 kids that will walk, bike or be driven to school everyday. (Possibly more Westridge has 800 students!) Thank you!</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
317	Comment Form	Jerri	Henderson	Provo	<p>Is this project fair to the tax payers, in other words are they going to assess us? My biggest concern is for the children and school busses – I really don't want to see a higher fatality rate in the area. Why will you not have access to go over above the railroad tracks @ 1730 N in Provo? I guess these are more questions. My comments are: I think we need a Trax system verses an on/off ramp in our area. I think we should focus more on mass transit, rather than driving one person per car on the freeway – what a waste. To whom is this better for? I've had quite a few tire marks to my front door, not sure I want anymore to actually go through my door. I do not want more traffic on my road that's for sure.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
318	Comment Form	Iain	Hunter	Provo	<p>The options involving connections to 1730 N sound dangerous. It is a 25 mph all residential street with an elementary school & Grandview Farms. There is already a lot of traffic along there (often at high speeds) where many children play & cross the street for school.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
319	Comment Form	Sylvia	Farmer	Provo	<p>I am against any changes that would greatly increase traffic on 1730 N due to the neighborhood composition to that area, plus there is an elementary school on the road. With the recent closure of Grandview school ALL children on Grandview Hill will have to walk to Grandview along 1460 road & 1700-1730 road. Any changes that would increase traffic would create danger for these children.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a</p>

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320	Comment Form	Lynda	Roper	Provo	<p>Please keep this into consideration. Thank you</p> <p>Have you ever seen what happens to a residential street that becomes a busy through street? The homes become undesirable and sold at a great loss of money and turned into rentals and low-income housing. When I bought my home in 1992, my home was on a dead end in a very quiet neighborhood. Since then an orchard was sold & developed and the traffic past my home (right on 1730 N. almost to 2100 W), has increased 200%. If you make a frontage road system and access up my street and past my house, huge amounts of traffic will go past my house. The value of my home will hit rock bottom. As will all those pricey homes around me. And it will become a blight. Right now, our neighborhood is the only really nice & high tax-paying neighborhood on the west side of town. We are the one neighborhood that is wealthy attending Provo High School. If everyone gets upset & moves out to other neighborhoods, there goes PHS. They already have so much more low-income population then Timpanogos & we are working over-time as families to make up the imbalance. Just add 2 lanes to University Parkway.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
321	Comment Form	Oscar	Rosales	Provo	<p>1) No Freeway Access on or off of 1740 N. (Provo) 2) Continue Sandhill Rd straight through Independence Ave. not through neighborhoods – straight through along I-15 3) Build an intersection on 820 N for on & off Freeway traffic 4) Add more lanes on University Parkway 5) Rebuild Center St. (Provo) & add more lanes</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
322	Comment Form	Karen	Salmon	Provo	<p>* Will the frontage road be a new road between 1700 N Provo and University, or is that already an existing road? (Sandhill Rd) * Is there a problem with the current roads. Obviously we can anticipate a lot of growth south of Provo, but the city of Provo itself doesn't have much room for growth. Maybe freeway access is adequate as it is, especially from the east of the freeway.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
323	Comment Form	Doll & Gail	Walters	Provo	<p>It is disappointing to attend a meeting and hear that everything is a done deal! Roundabouts are only as good as those who obey and can be courteous. 1740 N has consistently been a road where out of the area drivers speed and are rude! We have children walking to and from school</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include</p>

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					who are exposed to dangerous situations. Are you willing to be responsible for their safety? We are against anything that will increase traffic no matter how you say this will even it out. If percentage against counts, then we and to be counted as being against the plan for 1740 (30?)	the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
324	Email	Dr C. Mark	Hamilton	Provo	To Whom It May Concern: After attending the public meeting at Westridge Elementary this past Wednesday (9 Jan.), I am completely opposed to having 1700 N. connect to the proposed frontage road to I-15. We do not need it and we do not want to be become the artery for central and east Provo. I moved here 34 years ago with the hope that it would not be bothered by excessive traffic, but remain a family friendly neighborhood area. I already feel that we have essentially reached the saturation point in terms of development in Provo except for the area west of the freeway. Given the latter, 1700 N. should also never be considered as a potential connection between the Grandview area and the area west of the Freeway. Frankly, I think the whole idea of a front road should be abandoned. Dr. C. Mark Hamilton	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
325	Email	Carrie & Rob	Moore	Provo	As a resident of Grandview Hill living just off of 1730 North, I am adamantly opposed to the proposed frontage road and see reason why Provo City and UDOT's primary focus should be on developing an interchange at 820 North. Rob Moore rdeemoore@yahoo.com	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
326	Email	Cheri & Tom	Tyler	Provo	Regarding the I-15 Corridor As a former Chief Operations Officer (COO) for California's 5th Leading Banking Organization, it has been among my responsibilities to purchase banking entities and convert them to our organization. During this process I have learned to analyze areas for growth potential, traffic concerns safety concerns, etc. The proposed plan (Options A and B) include a frontage road along the freeway with connectors on 1740 N Provo and 2000 S Orem. We were told at the meeting that city representatives from Provo and Orem support either option A or B because they believe we need to reduce traffic on University Parkway by spreading the traffic out through the frontage road connectors. I would like to review some of the statistics I have found on the Internet in relation to our area and what impact this corridor would truly have: (1) We have two elementary schools (ages 5 to 12) actively engaged on a daily basis in this neighborhood. This means almost 1300 children traveling to and from their homes at different times of the day. (2) There	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					<p>are 2400 youth (including the 1300) who are under the age of being able to drive, so now 2400 children who use bikes, skateboards, scooters and their legs are active on the neighborhood streets at all hours of the day and early evening.</p> <p>NOTE; UNIVERSITY PARKWAY has young adults attending UVSC with formal instituted crosswalks. At any given point during the day, only one or two cross at a time. Our neighborhood has only a few formal crosswalks. No children under the age of 16 need to cross University Parkway for any reason without being attended by an adult.</p> <p>(3) You have speculated that traffic would not increase more than 50%. Have any of you ever attended a home BYU Football game and tried to cross or move through traffic during this time? You would be allowing an additional upwards to the number of 10,000 to 15,000 vehicles moving through neighborhood streets with each home game. Orem's 800 N. is currently being expanded to allow more lanes. This will be a major roadway to get to the BYU stadium, add University Parkway there are two major roads. Since most people like to try to move around quickly, that would mean additional traffic through our neighborhood. As such we could estimate that – dividing the traffic by 4, considering 800 North in Provo, we could see an estimate of traffic increasing on these days as much as 3000 percent. Hmm, a little more than 50%, wouldn't you say? Again placing these children in increased danger along with crippling normal traffic flow through the neighborhood at any time. A question which runs through my mind is; with the number of senior citizens we have in the neighborhood, how quickly could an emergency vehicle actually be able to pass through this traffic to get to that person in a timely manner? Yes, it can be argued that an emergency vehicle could travel down the opposite side of the traffic, but when there is no maneuvering room – how long would an emergency vehicle be delayed?</p> <p>(4) It is a proven fact – and one that financial institutions closely look at – that as soon as a freeway entrance and exit becomes available, crime increases. And in the research I reviewed throughout my career it can increase as much as 20%. Quick access off, quick access on. And our homes are generally not equipped with the same superior alarm systems financial institutions have.</p> <p>(5) Another issue is that our esteemed County Tax Assessor has just recently assessed our properties at a higher value as to what our homes are actually worth. 'With the placement of these roads, property values would seriously decline. Then, as a community we would then have our homes reevaluated and the taxes Provo City and Utah County would be receiving would be less than currently valued. Are you prepared to receive less taxable income? We will make sure we will pay less taxes. (6) It has also been documented that with an increase of traffic there is usually at</p>	

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					<p>least a 5% increase of accidents and deaths. Which of our children are you going to be sacrificing for the "convenience" of rerouting traffic from University Parkway – a four-laned street created for such traffic? This plan is so extremely absurd, I can't even imagine why someone would actually think this was a good idea. It is obvious to me that there has NOT been sufficient research done in this matter. Why are you so willing to place people's lives in danger, why are you so willing to lower property value, and why are you so willing to give the opportunity for crime to be increased in the area? I personally view this as extremely irresponsible planning.</p> <p>Tom and Cheri Tyler, 1605 North 1880 West, Provo, UT</p>	
327	Email	Mike	Whimpey	Orem	<p>January 11, 2008 To Whom It May Concern: My name is Michael Whimpey and I reside in the Nielsen's Grove Park/Sandhill Road area of Orem at 1862 South 400 West. I have the following comments regarding the DEIS for the I-15 Corridor: 1) Table S-2 shows that Option A has the greatest impacts of the four alternatives considered for the Provo/Orem area. However, figures 2-16 and 2-17 seem to indicate only marginal benefits provided by Option A. Furthermore, minutes from a January 30, 2007 meeting between the cities of Provo & Orem indicate that frontage roads cost an additional \$400 million more than the other alternatives. Has a cost/benefit analysis been performed on this and what is the justification for choosing the option with the greatest impacts, greatest costs, and nominal benefits over other available options? 2) Figure 1-10 indicates that Provo/Orem is a major destination for residents of northern, southern, and western Utah County. In order to select the best alternative, it seems that UDOT would need to understand specific destinations of vehicles utilizing the Orem interchanges at 800 N., Center Street, and University Parkway. If BYU, Utah Valley Regional Medical Center, and other Provo City businesses are the destination of a major percentage of vehicles utilizing those exits, wouldn't the best alternative include a new interchange at 820 North Provo, particularly in light of the fact that 820 North provides east/west connectivity from I-15 to 900 East? 3) Figure 2-8 shows noise walls placed on the outside shoulder of the proposed frontage road system, yet lines 27-32 of section 3.7.4.3 indicate that the frontage roads to not have sufficient impact to require noise walls and the plan drawings for Alternative A show the walls on the edge of the mainline corridor. Although the design speed is 40-45 mph, it is highly probable that vehicles will reach higher speeds than that, especially in the uninterrupted reach between 1740 North and University Parkway. If actual noise conditions differ from the projected levels, is UDOT prepared to install a second noise wall on the shoulder of the frontage road? 4) Figure 2-8 shows a grade separation between the mainline corridor and the frontage roads. How will</p>	

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					<p>noise impacts be mitigated for with noise walls if the placement of the noise wall is significantly lower than the mainline? 5) Figure 2-11 shows the proposed improvements under each of the four options for the Provo/Orem area. In order to accomplish the stated goal of relieving pressure at University Parkway, shouldn't Option C also include an interchange at 820 North Provo? Was the decision to eliminate 820 North Provo as a potential interchange location based on engineering logic, fact, and reason, or was it a politically motivated decision? 6) Table 2-3 and Figures 2-16 and 2-17 show that mainline LOS for each of the four options is nearly the same. However, there are two interchange components with LOS of E or F in Options B, C, & D. What is the LOS for those interchange components for Option C with a 820 N. Provo interchange? 7) Section 2.5 addresses impacts on the transportation system of streets adjacent to I-15. While impacts to 1200 West are presented, no projections are shown for Sandhill Road. It is likely that this road will be highly impacted. Please provide modeled projections for Sandhill Road. 8) In the Orem City Council Meeting held on Tuesday, January 8, city engineering staff contended that the modeled projections shown in Tables 2-6 and 2-7 have very little reliability for their city streets and should not be relied upon to assess local impacts. What coordination has occurred between UDOT and the local municipalities regarding modeling of impacts on local streets and what is UDOT's confidence level in the stated projections? 9) Table 2-6 appears to show that under Option A, traffic on Orem Main Street will increase by up to 106%. Is that a correct interpretation of the data? 10) Table 2-7 appears to show that under Option A, traffic on Orem 800 South will increase by up to 67%. Is that a correct interpretation of the data? 11) Table 2-7 appears to show that under Option A, traffic on Orem 2000 South will increase by up to 90%. Is that a correct interpretation of the data? 12) Table 2-7 appears to show that under Option A, traffic on Provo 1740 North will increase by up to 50%. Is that a correct interpretation of the data? 13) Table 3.2-3 lists religious institutions within 0.5 miles of the I-15 corridor. In a brief review of the facilities listed, it appears that several religious institutions in the Orem area are not identified, including an LDS Church located at 400 W. 1800 S., and an LDS Church at 150 W. 2200 S. (1740 N. Provo). 14) Table 3.2-4 lists public parks within 0.5 miles of the I-15 corridor. It appears that Nielsen's Grove Park located at Sandhill Road/2000 South, Orem has been missed. 15) Table 3.7-3 indicates that a short-term noise measurement was performed at a residence located at 1756 S. Sandhill Rd., Orem (Receiver #R). The narrative discussion provided with the table indicates that sites were chosen as representative locations in the area. The location chosen for receiver "R" is in an area</p>	

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					<p>that is isolated and protected from interstate noise by an industrial complex that has large buildings and retaining walls adjacent to I-15. This site is not representative of the area and likely resulted in projections well below true values. I request that a 24-hour measurement be conducted at Nielsen's Grove Park (~1900 South Sandhill Road) to more accurately determine the existing and future noise impacts to neighborhoods in this area. 16) Table 3.7-5 shows existing noise levels at receiver "R" of 65 dBA (existing), 68 dBA (Alternative 1), and 69 dBA (Alternative 4), but only four dwelling units impacted. The number of affected dwelling units appears to be severely understated. Please clarify and provide backup data. 17) Section 3.7.4.3, lines 19-20, indicate a noise wall to provide abatement to receiver R is not feasible. As indicated in comment #15 above, receiver R is not representative of area noise impacts. 18) Section 3.7.4.3, lines 27-32, indicate that frontage roads would increase noise levels by 2 to 3 dBA. This is a considerable amount for areas that already suffer from noise levels that meet or exceed the noise abatement criteria presented in Table 3.7-2. What mitigation is being provided for this impact? 19) Lines 18-25 on page 3-126 indicate that visual impacts under the frontage road option is more substantial than it would be with other alternatives. How will visual impacts be mitigated? 20) Table B-1 indicates that an interchange at 820 North Provo was initially considered but then eliminated from further consideration due to "not (being) compatible with the City's Long Range Transportation Master Plan" and due to its close proximity to the railroad. However, UDOT officials conceded that the challenges associated with the railroad are not fatal to an interchange at this location nor is its close proximity to the Provo Center Street interchange. Furthermore, Orem City staff has indicated that Provo City staff – one of whom resides on 820 North – are highly opposed to an interchange at 820 North and that the frontage road option was simply a political solution not based on engineering data. When will engineering logic and reason prevail over inferior options that are simply the "path of least resistance"? 21) In late 2006, Parsons Brinkerhoff recommended that UDOT drop the frontage road option altogether due to its excessive costs. However, Orem and Provo appeared to force UDOT's hand by including the frontage roads in all of their studies and master plans and passing resolutions in favor of the frontage road option. These resolutions were passed long before UDOT officials released the DEIS and before citizens of their respective communities had the chance to view the detailed analysis of the frontage road system. In addition, this plan has been mischaracterized on numerous occasions to the residents of this area in order to obtain greater support. Once such occasion occurred at a public meeting on Wednesday,</p>	

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					<p>January 9, 2008, when Provo City Engineer Nick Jones publicly stated that the frontage road system will have no connectivity to the I-15 mainline, except at the beginning and end points of the system. This is blatantly incorrect and was not corrected by UDOT officials at the open house. Misinformation to the public in the NEPA process is grounds for legal challenges. What is UDOT going to do to counter misinformation that has been presented to Orem and Provo city residents? 22) Sheets HWY-046A and HWY-048A show signalized intersections in very close proximity to one another for the frontage road system. Doesn't this counter UDOT's efforts in recent years to provide greater separation between signals in order to prevent interference between the intersections? 23) On Wednesday, January 9, 2008, UDOT officials stated that the connection at 1740 North to the area west of the railroad tracks has been eliminated. Do the traffic projections shown in the DEIS include or exclude the 1740 North west side connection? If that connection was included but has now been eliminated from the plan, please provide the new traffic impact projections. 24) Sheet HWY-049A shows a signalized intersection within approximately 100 feet of an at-grade railroad crossing. This appears to be a very unsafe situation. Has UDOT considered a grade-separated crossing at this location? 25) The NB frontage road access shown on Sheet HWY-049A at approximately 1850 South is located in an area that will have significant impacts on the residential neighborhood in its vicinity. This access should be located near 1600 South Orem, as was shown on all UDOT plans and studies up until approximately 6 months ago. Additionally, the 2000 South SB access was not shown in previous plans. Why was the SB access added and what was the justification for moving the NB access into a residential neighborhood? 26) Sheet HWY-049A shows NB and SB access immediately adjacent to Nielsen's Grove Park in Orem. Has the DEIS evaluated impacts to this historic facility? 27) Sheet HWY-050A shows a detention basin on Parcel 196. A high-density housing project has been approved by Orem City for this location. If UDOT is going to procure this property, it should be done quickly as it is currently vacant but will have residences on it in the near future. 28) Although FrontRunner has been separated from this project, have the joint impacts of the two projects been considered? For example, traffic volumes on 2000 South Orem are anticipated to increase significantly under Option A. FrontRunner has an at-grade crossing on 2000 South in close proximity to I-15 and the proposed frontage road system. The collective impacts of the two projects should be considered. 29) What mitigation is being proposed from increased air pollution that will result from additional traffic in residential neighborhoods? 30) Although the Orem and Provo City council's have</p>	

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					<p>passed resolutions in support of the frontage road concept, this does not represent the will of the majority of their constituents and is largely due to false assertions that this plan will reduce traffic in their residential areas. An online petition (www.petitiononline.com/i15) was created on January 9, 2008, and in less than 48 hours, over 350 citizens have expressed their opposition to the frontage road plan and support for an 820 North Provo interchange. Please hear the will of the people and move forward with a plan that provides the greatest benefit at the least cost and with the lowest impact to adjoining property owners. I appreciate the opportunity to submit these comments and look forward to your response to these important issues. Sincerely, Michael J. Whimpey</p> <p>mwhimpey@comcast.net</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
328	Email	Mike	Whimpey	Orem	<p>To: UDOT, FHA, State & Local Elected Officials We are adamantly opposed to the frontage road plan that includes direct access to our residential streets at 2000 South Orem and 1740 North Provo. We support a new interchange at 820 North in Provo and believe that it would provide the following benefits: 1) Allows direct east/west access to Brigham Young University, Utah Valley Regional Medical Center, and other Provo City destinations. 2) Relieves pressure on the University Parkway interchange. 3) Impacts a smaller number of residents than the frontage road plan. We ask you to take this petition (www.petitiononline.com/i15) consideration as you finalize the Environmental Impact Statement for the I-15 Corridor, Utah County - Salt Lake County. Sincerely, Michael Whimpey Annette Whimpey Gaylamarie Rosenberg Garr Judd Amanda Peterson Jeremy Peterson Stanley D. Weaver Shawn Bunderson Alicia Bunderson Brita Peterson Jeff Peterson shane swanson Lisa Thomas leann swanson Mary Johnson Shaunna Requillman Connie Marquis Kristine Manwaring Michelle Hollis Katie Doyle Dale Reynolds Vivienne Reynolds Judith M. Robertson Jill Pilling Joel Pilling Malinda Barnes Sean D Sullivan Kym Nelson Courtnee Poelman Kelly R. Johnson Ryan Poelman Renee Kalaniuvalu Bonnie Bowden Erik Roth April Roth Anne Smith Julie Durrant Heather Durrant Devin Durrant Julia Chappell Traci Magleby Jamie Hyde Hans Magleby Ryan Hyde Julie Rhineer Greg Rhineer Shannon Bryan William Bryan stacy hinde Stacy Wellner Julie Kozlowski Richard Kozlowski Suzette Astle Apryll Jorgensen Suzanne Hillestad Aubrey Dyches Valerie Paxman James Paxman Troy Dyches Caroline Kreutzkamp Allen Kreutzkamp Mary Ann McFarland Rich Melville Mark Jauron Liz Sowards Julie Haskins Dirk Astle Kami Pollock Jared Pollock Kent Whitmer Susan Taylor David A Jacobson Kristen Jorgensen Karen-Ann Rhoads Shannon Child Lisa Pulver Casey Child James Lovell Pam Jensen Welch Leigh Anne Lovell Craig Barney Kerry</p>	

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					D. Welch Orimi Ackroyd Rick Jorgensen Celia Jacobson Jeff P. Jensen Rebecca R. Jensen doug ackroyd David Tanner Alece Ackroyd Natalie Tanner Gary K. Rhoads Todd W. Jensen Jodie Barney Dan Pulver Molly Z. Jensen MaeRene Jorgensen Doug Jorgensen Laura Pittard Brian Pittard Jonathan Ackroyd Tina Ackroyd M Brent Gardner Becky Simons John Berry Amelia Berry Taryn McAllister Mark Gayman Phillip Manwaring Jared Hinde Todd Manwaring Lisa Tronson Jean Moore Sterling Barnes Catherine Finlayson Mark Finlayson Tammy Zundel Shannon Swanson Jordan Gunderson Julie Swindler Jodi Weir Julie Gundersen Nathan Hadfield Julie Webb Chris Crowe Chad Swanson Bret Clark Nicole Clark Matt Clark Louise Crowe James W Robertson Dalene R. Rowley Lisa Wygant Lynda Roper Andrew Wellner Glenn Roper Brandon Roper Quint Colman Kent L. Miller Charles A Hart Arlene Colman Rebecca Hart Todd Christensen Linda Christensen Janice Joyce Brandon Christensen Bryan Ebmeyer Claire Schoenrock Paul Petrucka Marbeth Petrucka Melinda Hafen Brihana Bushman Ryan Schoenrock Trish Jellen Paulette Jerome Louis Pope Cari Houghton Doug Marriott Dallyn Zundel Gina Marriott Ross Schofield Leila Kramer David Jenkins Jacqueline Jenkins Brian Bushman Paul M. Miller Candace Riedelbach Thane Hillestad Erie Riedelbach James Brown Amy Green Shanin Chamberlain Troy Holmberg Lisa Holmberg S. Scott Zimmerman Jeff Maughan Steven Anthony Stephen D Weir Donnette Perkins Karen Bosco Dawn Maughan Melvin Smith MERLIEE TERRY RICHARD TERRY Karen Reid Betty LeBaron Damon Roberts Jennifer Knowlton Glenn Roper Ryan Knowlton Stacy Sommers Christopher Erickson Kathryn Erickson Denise Martin Shane Sommers laura borget Tresa Heaton SUNAN LAWS Lori Liljenquist Scott Stone Tonya Meidrum Chelsea Yanguex Chelsea Yanguex Rodney Meldrum Manuel Yanguex Devin Meidrum F Scott Smith Leland E Flinders Rodney Larsen Mark Bowden Kristin Bair Patricia Farnsworth Brian Clifton Jeffrey Farnsworth Jeffery Dalebout Beau Bowden Brandon McBride Julie Richards Alan Klay Christy Martensen Kathleen Kane Gerry Dye Dennis Kane Noah Richards Sara Staker Zachary Little Peter Maughan Lynette Keele Carolyn Andrews Tom Andrews Christy Little Kathryn Isaak Jean Nelson j. terry pyne Kristi Nelson Michael Taylor, MD Julie Young Michael Taylor JoAnn Hager Brigham S. Young Chad Christensen Jane Cunningham Larry Neal Mauri Staker Sue Pyne Anita L. Sanders Rebecca Brandt Curtis Isaak Justin Weir Elizabeth Sundberg Rachel Breen Beverly Zimmerman Maureen Hintz Diane Nelson Jay Nelson Sue Matthews Jason Weir Craig Eatough Melanie Roberts Donald Roberts Elizabeth	

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				Shurtz Deborah Cluff Tyler Cluff Aaron Rhoades Lisa Rice Judith maughan JoAnna Rhoades Thomas L. Sanders Christina Sederberg Rebecca Roberts Timothy Sederberg Julie mattingly John Mungua Ty Mattingly Adam Snurtz Lydia Jarman Shane Rowley Karen Watkins Sam Jarman Megan E. Macfarlane Maren E. Ogden Lynda S. Ogden Becky Miller Nathan Hatch Carol Olson Lynn Olson Krystine Stephenson Erik Petersen Darren Kopp Patrick Stephenson Reed Miller Jamin Soto Cory Hafen Sarah Miller Jacob Langston Kathryn Ann Andersen Kathryn Ann Andersen Nate Ingles Yolanda Degier Ron Hager Cathy Thomas Kathi Weir Joseph B. Cotton Allison Chambers Jason Weir Alycia Weir Dylan Weir Chris Chambers Janice L. Hughes Steven Eatough David Talbot tansy talbot Todd H. Whittaker Ann Whittaker Alissa Hartley Paul R. Oldroyd Tansy Talbot Virginia Oldroyd Joyce Rodriguez Adam Simons Terri Sites Lori Koford Brandon Johnson Cami Grant Cheryl Johnson Mike Preston Deni Preston Scott Strong Judy Pond Marden Pond Carol Johnson Luke Jacque Wilkinson Rachel M. Hone Mary Ann G. Jorgensen Bethanie Newby Gaylene Carlson Theron Don Jorgensen Jeffrey Fox Van Newby Ryan Harris Eric Miller Sandra Miller Kaleimomi Brown Kristy Roper Ero Brown AriAnn Brown Sandy Liggett Lonica Knudsen Scott Liggett Gary Broderick melanie harris Becky Wilkinson Bruce Ogden Bryan & Dianna Phillips Elaine Englehardt	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.	
329	Email	Steve	Shippen	Orem	We own both developed and undeveloped commercial property in Orem affected by the proposed I-15 reconstruction. We have concerns about both. Orem Central Business Park Address: 165 N 1330 W, Orem, UT 84057 Size: 9 subdivided warehouse/office buildings, approx. 250,000 sf of leased industrial space (Orem M2 Zone) Number of Occupying Businesses: 22 This industrial park was started in 1988 and has been constructed in phases to its current size. A fifth and final phase is currently in the permitting process with Orem City with a scheduled start date of March 1, 2008. When completed in 2009, 7 more units (in 4 buildings) and 135,000 sf of additional lease space will be added to the park. Phase 5 will also add a second access road into the park at approximately 1550 W Center. This road, however, is intended to handle phase five traffic only. For the life of the park and until the second access is completed with phase five, the only road servicing Tenant traffic into our park is 1330 West, which is a dead-end street. There are at least 10 other neighboring businesses along 1330 West that also use it as their only access. The proposed interchange in the DEIS restricts 1330 West to a right turn in, right turn out road. This eliminates I-15 access to all egress traffic out of 1330 West and all ingress traffic heading eastbound on Center Street.	June 2008

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					<p>This radically alters access to all businesses currently being served by 1330 West. If this design is implemented, egress traffic intending to get on the freeway (estimated at 85%) would be forced to turn right onto Center Street (heading westbound away from I-15) and then either 1) attempt unsafe u-turns past the Center Street median to head back eastbound; or 2) use other surface streets or business parking lots to get headed back eastbound on Center. The DEIS proposed Orem Center Street Interchange is poorly designed for west side business access, and especially so for all businesses served exclusively by 1330 West. Besides making access much more difficult for these businesses, it will inevitably produce unsafe driving habits for those leaving 1330 W determined to enter I-15. All businesses along this road will suffer economic losses (or failure) if customers no longer have I-15 access in and out of 1330 W. We strongly recommend that UDOT review this design, especially as it affects the numerous business interests, traffic flow and safety concerns related to the use of 1330 West. Undeveloped Commercial Property Address: approximately 800 South Orem, fronting I-15 Size: 10 acres, zoned M2 This property is currently accessed by 800 south from the west or from a road to the north. We are currently moving forward with plans to develop this property in a joint-venture with the owners of the adjoining property to the south (see attached). We are planning a complex of high-density office buildings that will be served by the planned intermodal station across the UP tracks to the southwest.</p> <p>Our concerns:</p> <ol style="list-style-type: none"> 1. The DEIS 800 South interchange cuts off our property without some driveway allowance underneath the fly-over ramp suitable for our project. 2. We do not want UDOT taking more of our property than required for the proposed ramp (estimated at 2-3 acres). 3. We have no objections with UDOT plans to knuckle the existing 800 South street before the railroad tracks, but we would like to re-locate the on-grade UP crossing further to the south (see attached) for a road that connects our development with the street system used for the planned intermodal station. <p>Our development has been universally supported by Orem City and UTA as the best use of our land to serve both the designed purposes of the intermodal station and the master plan of the county that will require greater use of mass-transit and closer proximity of workplaces and mass transit options. Taking our entire property is both unnecessary and unwise in light of our proposed use and the needs of the community served not just by our future development and the intermodal station but also by the reconstructed I-15 project at issue. Please contact me if you need additional information or if you have any questions about the outline of our concerns above. We would be happy to discuss it further in hopes of avoiding unnecessary long-term problems</p>	

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330	Email	Robert	Lawrence		<p>with the proposed design--either for our 1330 West property or the 800 South development. Sincerely, Steve Shippen, Alpine Commercial, Inc. 801-367-2005 cell ils@xmission.com</p> <p>I favor Option D and have two comments. First, being fairly new to the neighborhood I was excited to attend the Grandview South Neighborhood Meeting on January 9, 2008. I was also excited to read the published and distributed stated purpose of the meeting was to provide information regarding 'four I-15 options being considered in the Provo/Orem area.' Later one of the gentlemen who spoke reiterated all that I needed was education. I was there to be educated, however, my excitement quickly turned to disappointment, then to distrust and ultimately to ire as it became apparent the purpose of the meeting was not to educate, but rather to obfuscate, confuse, mislead and to fulfill a legal requirement to give us an opportunity to pretend to provide input. If the purpose of the meeting were truly to educate us Grandview Hill residents then why not include in the Agenda packet simplified graphs of the options under consideration? And worse why have a power point presentation that displayed pictures that were different from (and according to the presenter—wrong) the pictures posted on the gym's walls? Why direct people to go to the official website when that too according to the presenter has pictures different from the pictures on the walls and really just isn't complete? Why not use a panel discussion format with names clearly displayed so we could know and remember who was speaking and who they represented? Why was the mayor seemingly hiding? Second, the reason I got frustrated and then angry is it appeared there wasn't really just ineptness, but that there was a little two step shuffle going on. From the government's perspective it became clear they were trying to persuade us that their goal was merely to "spread the flow of traffic to ease the burden for all and that would be best done via a 'frontage road' system." But it became real clear from the comments of the residents present at the meeting (many of them my neighbors) that the real issue was whether I-740 should be turned into a frontage road FEEDER road and if it were wasn't that really just a half way step to a full on off ramp being connected. It appeared Provo City was insensitive to the primary reason Grandview Hill residents so passionately oppose I-740 from being a turned into a feeder road to the proposed frontage road because of the increased BYU traffic (which is faster and much less careful than 'neighborhood' traffic) that will surely come when a frontage road (which is one step away from direct access) is built that can be easily accessed via I-740 N in Provo. With the increased fast and careless traffic coupled with the unsafe roundabouts on I-740 property values and quality of life in this area will decrease significantly because</p>	

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331	Email	Mary		Provo	<p>I have recently been advised of the plan to either build a freeway exit in south Orem or north Provo. Why are you planning on doing such a thing that will destroy existing neighborhoods and to an area that won't really take the load off from University Parkway. Why aren't you looking at building an exit that would funnel traffic into the south end of BYU campus instead of one that wouldn't? Orem already has several exits. Provo needs to have one that exits north of Center street.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
332	Email	Darren K.	Breen	Provo	<p>To Whom It May Concern, I live in a neighborhood impacted directly by the proposed frontage roads and access to them in Provo. Let me say up front: I am opposed to ANY plan that includes 1730 and/or 1740 North Provo as an access route to and from the frontage roads. The reasons for this are numerous. 1. The route cuts through a residential neighborhood. 2. The route has an elementary school. 3. The neighborhood is designated a "walking neighborhood" meaning children generally walk to school. 4. The neighborhood is growing, i.e. more homes are being built bringing more young families with children. 5. The demographic of the existing neighborhood is changing, i.e. older homes are changing hands to (again) younger families with children. 6. The above points are very important because there will be a lot of children walking to school and playing by a very busy street. Although frontage roads are meant to distribute traffic more evenly through the neighborhoods, the DEIS says traffic will more than double traffic on 1740 N., and the same report said that traffic would change little if frontage road access there went unbuilt. 7. Geographically, 1740 N. is a straight shot (running east to west) to Brigham Young University campus. It will undoubtedly become the preferred route for students who commute to BYU using I-15. Under these circumstances, road use/traffic levels from the DEIS may be drastically under-estimated. 8. Given human nature, drivers will probably drive faster than the posted speed limit. Again, this makes the route hazardous for pedestrians in the area. At the public meeting, a Provo city official stated that roundabouts lower traffic speed by 3-4 mph. But when a child is hit by a car, getting hit at 22mph isn't much different than 25mph. Roundabouts also limit visibility. 9. Provo City endorses the 1740 access because Mayor Billings wants to expand Provo Airport and make it a hub for FedEx. The airport expansion would require three access points to I-15. Airport expansion is opposed by the general</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					public, but Billings insists on trying to move forward. 10. Finally, Mayor Billings and at least one other member of city government own property by the proposed 820 North access. Rumor is Billings anticipates selling his to the state as part of the corridor project. Obviously this is a gross conflict of interest. In closing, let me say that the corridor project, in general, seems a good thing, as do the frontage roads in Provo, but let me say again, I oppose any plan that includes frontage road access at 1740 North. Sincerely Yours, Darren K. Breen	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
333	Email	Laura	Carlson	Provo/Orem	As a long time resident of the Provo/Orem area I support the following proposal: Central Utah (Provo-Orem Option A) Thank you. Laura Carlson	Comment noted
334	Email	Marsha	Haynes	Orem	I think it is important that I-15 be developed in Utah County. Marsha Haynes Director, Internship Services & Student Employment Utah Valley State College 800 West University Parkway, BA 113 Orem, UT 84058-5999	Comment noted
335	Email	David	Macbeth	Provo	Your web site would not show the details of the options, so I cannot support one over another. Just do a great job and keep it moving along. We have a lot of work ahead to make the freeway work for the future. David W. Macbeth, CTFA	Comment noted
336	Email	Miriam	Burton	Provo	I am writing this letter to address the I-15 Corridor EIS issue. I live between 1460 N. and 1700 N. in Provo. Right now, we have mainly local traffic. But, if a freeway exit or frontage road is put where your plan suggests, an abundance of non-local traffic will pour through our neighborhood. There are three schools between the proposed exit and the route to BYU (Grandview, Westridge, and Provo High), and the excessive traffic would be dangerous to children coming from and going to school. Also, my sister and I teach piano lessons, and all but one of our students cross 1700 N. when coming to our house. That would endanger our students, especially those who leave after it is already dark in the winter. Might I propose a freeway exit on 800 N.? It is true that it would be closer to Provo's Center Street, but no closer to it than one at 800 S. would be to Orem's Center Street. Also, the area around 800 N. is less residential than the area around 800 S., making a freeway exit connecting through there far less dangerous to pedestrians and children than one through our area would be. And also, for the students living south of BYU it would be a	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					more direct route to the freeway. I think it would make it very difficult for our neighborhood to have a freeway exit or frontage road at 800 S. I hope my opinion has been helpful. Thank you for your time and trouble. Sincerely, Miriam Burton	
337	Email	Melissa	Burton	Provo	<p>I understand that you wish to put a frontage road along I-15, so that cars can go on and off of the freeway. Statistics show that traffic here on Grandview hill, where I live, will increase more than 50%. I disagree with your proposal. Grandview Hill is one of the largest residential areas in Provo, and now everybody trying to get to and from work, BYU, or simply to the freeway will be coming through our neighborhood. There are over 30,000 students at BYU, and they will all be trying to access the freeway through our area. In all my life, I can only remember one car crash in our area, and stop signs were put in, which solved the problem. The added traffic that you propose would increase the accidents. A young lady was killed by a car a few days ago when she was trying to cross a busy street that had been put through her residential area. I do not want things like that to happen. My sister and I are piano teachers. Our business would suffer because of this proposed traffic; all but one of our students walks across 1700 N. to come to their lessons. I would feel responsible if anything happened to them. Next year, the school near where I live, Westridge Elementary, will have 820 children walking to school along a road through which you plan to funnel all the people that are trying to commute to work here in Provo. Grandview Elementary, and Provo High School lie on that same road, with hundreds of students. Don't you see how dangerous that is? Imagine if there was a BYU football game. Traffic would clog our entire hill, until residents would have hard work getting home. Are you aware that many Drivers Ed. instructors bring their students up on this hill, so that the teen-agers can practice driving without the heavy traffic? If you put these freeway exits onto our hill, it will be a shortcut for all Provo to flow through. Semi trucks would take this shorter route to shave minutes off of their schedule. I do not want my neighborhood to be continually disturbed by heavy traffic. Our area was not built to handle such stress. I understand that you want an additional exit to relieve stress on the other exits, but this is not the location. I ask you to consider 800 N. It is near the location that you want, and it does not flow through a major residential area. Plus, it runs right by BYU, and could take the traffic more easily than our neighborhood. You may say that it is too close to Provo Center Street, but where you propose putting the frontage road is even closer to University Parkway. We do not want this proposed frontage road, or anything that will increase the traffic. Provo City government may wish it, but we residents do not, and as inhabitants of</p>	

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338	Email	Hilda	Gamette	Provo	<p>this city, do we not get any say? Thank you for your time and trouble,</p> <p>I support the collector/distributor alternative in the Provo Grandview Area. This alternative would not impact one street but share the impacts with many. Hilda Gamette 1031 W. 1700 N. Provo, UT 84604</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
339	Email	Tom	Sanders	Provo	<p>I am adamantly opposed to the frontage road plan that includes direct access to our residential streets at 2000 South Orem and 1730 North Provo.</p> <p>I support a new interchange at 820 North in Provo and believe that it would provide the following benefits:</p> <ul style="list-style-type: none"> 1) Allows direct east/west access to Brigham Young University, Utah Valley Regional Medical Center, and other Provo City destinations. 2) Relieves pressure on the University Parkway interchange. 3) Impacts a smaller number of residents than the frontage road plan. 4) 800 North in Provo is a natural east/west artery. The calm neighborhoods in South Orem and Grandview (1730 North) are not appropriate for through traffic. <p>I ask you to consider this comment as you finalize the Environmental Impact Statement for the I-15 Corridor, Utah County - Salt Lake County.</p> <p>Thomas L. Sanders 1856 N 1640 W Provo, UT 801-226-2842</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
340	Email	John & Diane	Kimber	Orem	<p>Our family lives near Sandhill Road on 1600 South, Orem, UT. We have reviewed the proposals and understand the current traffic issues. We believe that the proposed frontage road if done correctly will help reduce speeding and heavy traffic on Sandhill and 1600 South. I am well aware of both of these issues since we have had speeders spin out while coming off of 400 W and have driven through our yard (doing only minimal damage thankfully) and we don't even live on the corner! Our only concern is that if the State does not properly maintain the traffic signal synchronizations on University Parkway that this proposal will significantly increase east/west neighborhood traffic. This would not be a good thing. Other than that concern, we feel we should support this effort. Thanks for listening.</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout.
341	Email	Leland	Gamette	Provo	<p>I attended a public hearing on the I-15 alternatives. I am in favor of the collector/distributor plan in Utah County especially how it involves the Provo Grandview Area. This alternative while increasing traffic to some streets spreads the impact to multiple areas which I think is a much fairer approach. I live on 1700 N. in the Provo area and that street would have</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout.

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					major impact, but that is ok. Neighbors that understand the plan seem to approve this alternative. Unfortunately, those who received emails and flyers who have not reviewed in depth the alternatives seem to join in the public clamor and are opposed. Virtually everyone that I have talked to and reviewed the facts are supportive of this alternative. Thanks for allowing us to make comment. Leland Gamette	at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
342	Email	Margaret	Tarkington	West Jordan	I am a Visiting Professor of Law at Brigham Young University. I live in West Jordan, and commute to BYU in Provo. As you know, there is not a convenient exit off I-15 to BYU. I usually take University Parkway in Orem, but that is not a very direct route. It is my understanding that there are plans to put an interchange/frontage roads to feed traffic through Grandview Hill (around 1700 N Provo or 2000 S in Orem) to Brigham Young University. I grew up in the Grandview area and understand that there are 2 elementary schools near where this traffic would be directed. I think that would be rather poor planning. Further, taking traffic through Grandview Hill is no more direct (and probably less direct) than the present route through University Parkway to BYU. On the other hand, 800 or 820 North in Provo goes directly to BYU and seems a much more direct and obvious place to put an interchange for traffic to BYU. Thanks, Margaret Tarkington	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
343	Email	Anita	Sanders	Provo	I am opposed to the frontage road plan that includes direct access to our residential streets at 2000 South Orem and 1740 North Provo. Enough people would travel the frontage roads to endanger our children who are attending school along 1700 North and destroy a beautiful, completely family neighborhood that doesn't even have any commercial property in it. Provo City is landlocked and the areas of Provo that can remain exclusively neighborhood areas are rare. Please do not destroy our beautiful, peaceful neighborhood. I am confident that UDOT wants an 820 North interchange. In the long run, that is the only solution that will meet the needs of Provo, of BYU, and of UDOT. Your business is traffic flow. This interchange is the long term, best possible traffic flow solution. I doubt that UDOT had anything to do with inadequate notification. However, if we had complete disclosure of the facts, the entire city would have known about this long ago. We could have expressed our views and needs then. The truth is that Provo needs an interchange at 820 North for the future growth of the city. This will alleviate stress on Orem's already overcrowded streets and make it so that UDOT doesn't have to redo this section of road, because it will work well for everyone. We support a new interchange at 820 North in Provo and believe that it would provide the following benefits: 1) Allows direct east/west access to Brigham Young University, Utah Valley Regional Medical Center, and other	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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				Provo City destinations. 2) Relieves pressure on the University Parkway interchange. 3) Impacts a smaller number of residents than the frontage road plan. Please consider this as you finalize the Environmental Impact Statement for the I-15 Corridor, Utah County - Salt Lake County.		
344	Email	Regan	Duerden	Provo	I was the PTO President of Westridge Elementary during the 2006 school year. During that time I attended many School Board Meetings discussing the state of Provo School District. The school population has not grown in the last 10 years and the School Board is trying to function on a budget that is not growing. As a result it is hard keep good teachers and many families move out of the Provo area. The school district emphasized the importance of keeping neighborhood schools healthy and keeping families in the Provo area. I feel that the placement of an I-15 corridor through the Grandview neighborhood would adversely impact this area. We would see more families moving out of this beautiful healthy area. The Grandview area has always been a strong area that adds much to the strength of our city and state. Please consider these comments Regan Duerden	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
345	Email	Dennis	Flake	Provo	I am a small business owner in Provo and I am definitely IN FAVOR of the I-15 widening & reconstruction project. Please proceed as quickly as possible. Thank you Dennis Flake	Comment noted
346	Email	Jay M	Holbrook	Provo	I express safety and traffic-congestion concerns about the use of 1740 North in Provo or 2000 South in Orem as routes off the proposed frontage road from I-15. First, in terms of safety, I find the round-about on 1740 North a polite nuisance. Several times I have almost been hit entering the round-about. When cars go east or west toward the round-about there is no respect for a car previously within the round-about from the north or the south. Even if I get to the round-about first, when traveling east or west, I must stop for cars that have not reached the round-about in order to avoid a collision. In brief, the round-abouts are accidents in the waiting. Further, the visibility once in the round-about is like passing through a tunnel. I think of these rounding times as my moment to flirt with a hazard. Increased traffic on these merry-go-rounds represents a series of foreseen collisions. Additionally, only one car can pass through the round-about at a time which becomes a wonderful way to snarl traffic. Second, I envision lots of people will take the route. With little traffic, 1740 North is a quick route to BYU. The route is also the most attractive, with beautiful trophy-like homes on every block. For such a desirable route, I am not convinced that a two-lane street will handle all the traffic. Third, my usual route from Grandview to Orem is via Columbia Lane and State Street. Even now, it often requires a long wait to make a left turn onto Columbia Lane from 1950 North in Provo. With any increased traffic from 2000 South in Orem, it may	D-181 June 2008

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					be impossible to make a left turn from there without a stop light; especially since 1950 North is the major outlet from upper Grandview. I recommend you consider an interchange off 8th North in Provo rather than increasing traffic on 1740 North in Provo or 2000 South in Orem. Good luck with a difficult decision. Jay M. Holbrook 1462 West 1970 North Provo, UT 84604	Comment noted
347	Email	Stuart	Collyer	Saratoga Springs	In regards to the recently released draft study on the I-15 Corridor, Utah County-Salt Lake County, as a resident of Utah County I wish to strongly endorse Option A as I feel the high population growth of our County and the almost total dependence for I-15 as the north south corridor through our county compared to a number of available options in Salt Lake County dictates that the focus must, logically be on our County's need as the first priority. Sincerely, Stuart C. Collyer 2418 S. Cottage Cove Saratoga Springs, UT 84045	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
348	Email	Brent	DeMille	Orem	I have just recently been made aware of the proposal to add an additional interchange off of 800 S. in Orem. I live on 600 South and 1000 West. My wife and I are very opposed to this proposal. I continue to see our neighborhood decline with the impact of UVU, high rise apartments and now an I-15 interchange right in the middle of a residential area. This proposed road way will increase traffic in our neighborhood, increase noise and add to illegal activities under the overpass. I do not understand having two on-ramps right next to each other, just increase the size of the university parkway or at least move the interchange further south on UVU state property and away from the quiet enjoyment of our homes. If you are going to destroy the values of our homes then buy us out so we can move as far from I-15 as possible. Brent DeMille	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
349	Email	Bradley S	Whittaker	Orem	I strongly agree that I-15 needs to be improved and feel that the I-15 option A improvement plan is the best. I-15 WIDENING & RECONSTRUCTION The I-15 Widening & Reconstruction alternative includes the following major activities: 43 miles of highway widening and reconstruction from SR-178/Payson (Exit 248) in Utah County to 12300 South (Exit 291) in Salt Lake County. Total reconstruction of 15 interchanges. Modifications and improvements to seven interchanges Construction of two proposed new interchanges (Orem 800 South and North Lehi) Four different options in the Provo/Orem section of the I-15 corridor that include a potential four-mile frontage road system. Bradley S. Whittaker, Executive Director, Commission for Economic Development in Orem (CEDO) 777 S. State St. Orem, UT 84058	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in
350	Email	Helen H	Anderson		I am a Provo City resident and employee. I trust the opinion of the Provo City planners, engineers, and others who have studied this issue in depth over the years, and so I support option A for I-15 and any of the other	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in

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					recommendations of Provo City. Thanks. Helen H. Anderson Provo City Community Relations and Public Information Officer 351 West Center Provo, UT 84603	the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
351	Email	Jeanene	Flake	Springville	As a Real Estate professional located in Springville, I am definitely for the I-15 Widening & Reconstruction ASAP!! Thank you! Jeanene Flake Landmark Real Estate	Comment noted
352	Email	Shane & Dalene	Rowley	Provo	<p>My family wholeheartedly opposes any option of your I-15 Expansion Project that will include an interchange at 1740 North for the following reasons:</p> <ul style="list-style-type: none"> 1. Doing so would severely increase traffic right next to and through several crosswalks of Provo's most populated elementary school, putting its over 800 students at risk every day. Because 1740 does not go straight through West to East it is very likely people will use 1460 N. as much as or more than 1740 N. (they already do). 1740 N. goes through the two roundabouts, a two-way stop across Columbia Land and then a stoplight before it ends. 1460 N.--the road the runs past what will be our most populated elementary in town and currently crosses through four crosswalks before it reaches Columbia Lane--goes through State Street and then via a roundabout can take traffic across Provo Parkway and clear up to 9th East. Hands down it will continue to be far more desirable as an East-West link and will easily see significant and dangerous increases in traffic. 2. The Grandview neighborhood is one of the city's most truly residential neighborhoods. The nature of it should be preserved not just for its residences, but for the entire city of Provo. <p>3. We were promised in 2001 by the mayor of Provo City this interchange would not at any time become an option or an issue. ...we are now prepared to formally end any further discussions or considerations of an additional interchange at 1740 North and/or 2000 North, now or in the future. It is our belief safety should be a significant factor in any transportation plans. Diverting more traffic past the largest elementary school in Provo is simply reprehensible and completely unjustifiable.</p> <p>Thank you for your time, Shane and Dalene Rowley and family 1608 West 1320 North Provo, UT 84604 (801) 375-7114</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a
353	Email	Rick	Elliott	Spanish Fork	I agree that I-15 needs to be improved, and choose I-15 option A Rick Elliott 2729 E. Stony Hill Way Spanish Fork, UT 84660	Rick

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354	Comment Form	Betty	LeBaron	Provo	<p>I am against freeway accesses that will go thru Grandview Hill. I have lived here for 40 yrs it's a beautiful area lots of children schools & churches, great families, why on earth should these accesses be even considered, coming thru such a neighborhood. We don't need them. Grandview area is all built in we have got along without all the accesses. *Also may I ask – why isn't Family living given top thought before all these traffic accesses. You are all family men, surely it is important to you too. Lets keep our neighborhood save, or not allow all this traffic coming thru our neighborhood. Please give these thoughts some consideration. Thank you.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
355	Comment Form	Lynn W	Miller	Provo	<p>I would like to go on record as saying that I am very much opposed to putting the freeway access down 1740 North through the Grandview area. I think it would ruin our beautiful neighborhood. It would vastly increase the traffic we have on this street now, and especially at BYU football and basketball games, and I am sure that huge 18 wheel transport trucks would be taking advantage of it day and night. This area is filled with families with young children and we don't need this added traffic. We have heard that Mayor Billings owns property where this interchange is being proposed on the stand to make a lot of money out of it. That makes me sick. Please do what you can to eliminate this proposal from your plans, once and for all!</p> <p>Thanks Lynn W. Miller</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
356	Letter	Bryan & Diana	Phillips	Provo	<p>Dear Sirs, We are concerned with the new developments of putting a frontage road beside the freeway with an exit from the freeway onto 1730 North in Provo. In our opinion, that would be a lot of traffic through the Grandview Hill neighborhood. Not to mention that there are two school zones that you would pass through. In addition, we feel like the speed would increase as well. We DO NOT want a connector road onto any road that feeds onto, into or through the Grandview Hill neighborhoods of Provo. Provo city has approved for new residential area in the Grandview Hill area. So putting a frontage road and exit through it is not an option!! If you remember, a few years ago Mayor Lewis Billings tried to talk UDOT into putting a freeway exit at 1730 North, Provo. Everyone on the hill met and let him know we didn't want it. This is just another way for him to have an exit here. We sent the message then and we are sending it now. WE DO NOT WANT AN EXIT, FEEDER OR THROUGH FARE through our neighborhood. Just like the case in Salt Lake we are all prepared to take legal action. Bryan and Diana Phillips, 1516 W. 1825 N. Provo, Utah 84604</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
357	Letter	Ted & Lisa	Tronson	Provo	To whom it may concern, I believe that the citizens of Provo and Orem	The Preferred Alternative is Alternative 4:1-15

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					<p>near the 1740 N and 2000 N interchanges have been unfairly dealt by our City Governments. I am not sure how both Provo and Orem City can "submit a plan to UDOT" when neither city has asked any of the neighborhoods for their opinion. I would think that a city would have to have formal input, or at least a council meeting to take input on the issue before it could "make recommendations for and in behalf of its citizens". We have been promised (and have signed paper from them) by the Mayor of Provo (Lewis Billings) and the City Council that the Grandview Neighborhoods would not see any increased traffic due to any Freeway access or artery road. I am totally against bringing new freeway accesses into our neighborhoods at 1740 N. or 2000 N (Provo) because opening up a new access to the freeway will cause the following problems to our neighborhood: 1. It will attract traffic through our neighborhood that has no need to come here (commuters find it as an alternate route) 2. We have 2 schools on 1740 that the traffic will be delivered to. 3. This neighborhood was built as a STRICTLY RESIDENTIAL neighborhood. 4. Keep the main arteries out of the residential neighborhoods. 5. BYU game days will flood our neighborhood with traffic. 6. I don't think the traffic estimates even come close to what reality will be. 7 If we really need another access to the freeway it needs to come from a spot that is growing – like the West side of the freeway. The East side of the freeway has no new ground to build on. It is pretty much 100% built. 8 Both option A and B violate the agreements reached previously with the Provo City Council and Mayors office. Please see the attached letter from the Mayors office. Ted Tronson Grandview North Neighborhood Chair</p>	<p>Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
358	Letter	Ted & Lisa	Tronson	Provo	<p>I am very upset about the new freeway options that involve putting in a new access at 1740 N and 2000 N in Provo. This will greatly impact our quiet residential neighborhood. These interchanges will bring traffic to our neighborhood that doesn't belong here. Our roads should only support our people not provide alternate commuter routes. Also, we have lots of school children and currently 2 elementary schools that "will be in the direct line of fire for cars". Both option A and B violate the agreements reached previously with the Provo City Council and Mayors office. Please see the attached letter from the Mayors office. Lisa Tronson Provo Resident</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
359	Letter	Brent	Miller	Orem	<p>We, residents of Deerfield Subdivision in Orem, Utah, are writing regarding the I-1200 West Realignment at Orem Center Street due to the I-15 Corridor project. We hereby formally petition and request that the proposed neighborhood access road onto 85 South NOT be constructed and that 40 South be closed off and dead-ended. We do NOT want access from or onto 1200 West from our neighborhood. We fear that if these roads are constructed or left open, there will be a great increase in neighborhood</p>	<p>Orem 1200 West has been re-designed since the DEIS, and the current design is presented in Volume II. The current design prevents access through the neighborhood. The final decision will have to be approved by the City of Orem.</p>

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					<p>traffic by those wanting to access Gas-N-Go, Trafalga and, especially, UVSC/UVU, and/or wanting to bypass Center Street, particularly if traffic is backed up at the proposed light at the future 1200 West interchange.</p> <p>There are many children in our neighborhood and we fear for their safety, in addition to the other problems by increased traffic if such access points were to be left open. There are two other roads by which we can access our neighborhood: 1000 West and 100 South. Attached are: (1) the signatures of the neighbors who do NOT want these roads left open, (2) a corresponding map of their homes according to the number next to their signatures, and (3) our proposed change to the map draft. We desire to preserve our neighborhood, which we know is of great concern to the City of Orem and to the State of Utah. We do not feel that this request impinges on the rights of others or that it will be a hindrance to the movement of traffic through the City. We hereby request your assistance in helping us preserve our neighborhood amidst these changes. Thank you. Residents of Deerfield Subdivision Orem, Utah Brent & Pat Miller, Spencer & Pamela Cottam, Junko Takeya, Eduardo Zamorano, Maria de Jesus Zamorano, Jeananne Lybbert, Scott & Crystel Grimes, Gary & Cheryl Ransom, Sheryl Olsen, Dan & Caryl Davies, Sean & Callie Gallacher, June Sutton, Bart & Tonya Hendrickson, Mark & Kelly Smith, Graham & Gallene Bilson, Octavio & Guadalupe Perez, Kenny & Julie Brandow, Tom & Sherri Wittbank, Dan & Jane Barrett, Shu Chen, Kelly Bowen, Max C Stimson, Nathan & Tiffany Clark, Gary & Shiralee Barsdorf, Ken & Cindy Oppel, Norm & Donna Boyd, Richard & Cathie Upstill, Janeen Bennett, Tod & Diane Reaveley, Shannon & Lisa Ward.</p>	<p>Orem 1200 West has been re-designed since the DEIS, and the current design is presented in Volume II. The current design prevents access through the neighborhood. The final decision will have to be approved by the City of Orem.</p>
360	Letter	Brent	Miller	Orem	<p>We, residents of Deerfield Subdivision in Orem, Utah, are writing regarding the 1200 West Realignment at Orem Center Street due to the I-15 Corridor project. We hereby formally petition and request that the proposed neighborhood access road onto 85 South NOT be constructed and that 40 South be closed off and dead-ended. We do NOT want access from or onto 1200 West from our neighborhood. We fear that if these roads are constructed or left open, there will be a great increase in neighborhood traffic by those wanting to access Gas-N - Go, Trafalga and, especially, UVSC/UVU, and /or wanting to bypass Center Street, particularly if traffic is backed up at the proposed light at the future 1200 West interchange.</p> <p>There are many children in our neighborhood and we fear for their safety, in addition to the other problems by increased traffic if such access points were to be left open. There are two other roads by which we can access our neighborhood: 1000 West and 100 South. Attached are: (1) the signatures of the neighbors who do NOT want these roads left open, (2) a corresponding map of their homes according to the number next to their</p>	D-186

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					<p>signatures, and (3) our proposed change to the map draft. We desire to preserve our neighborhood, which we know is of great concern to the City of Orem and to the State of Utah. We do not feel that this request impinges on the rights of others or that it will be a hinderment to the movement of traffic through the City. We hereby request your assistance in helping us preserve our neighborhood amidst these changes. Thank you. Residents of Deerfield Subdivision Orem, Utah Brent & Pat Miller, Spencer & Pamela Cottam, Junko Takeya, Eduardo Zamorano, Maria de Jesus Zamorano, Jeananne Lybbert, Scott & Crystal Grimes, Gary & Cheryl Ransom, Sheryl Olsen, Dan & Cary Davies, Sean & Callie Gallacher, June Sutton, Bart & Tonya Hendrickson, Mark & Kelly Smith, Graham & Gailene Bilson, Octavio & Guadalupe Perez, Kenny & Julie Brandow, Tom & Sherri Wiltbank, Dan & Jane Barrett, Shu Ch'en, Kelly Bowen, Max C Stimson, Nathan & Tiffany Clark, Gary & Shirailee Barsdorf, Ken & Cindy Oppel, Norm & Donna Boyd, Richard & Cathie Upstill, Janeen Bennett, Tod & Diane Reaveley, Shannon & Lisa Ward.</p>	Orem 1200 West has been re-designed since the DEIS, and the current design is presented in Volume II. The current design prevents access through the neighborhood. The final decision will have to be approved by the City of Orem.
361	Letter	Brent	Miller	Orem	<p>We, residents of Deerfield Subdivision in Orem, Utah, are writing regarding the 1200 West Realignment at Orem Center Street due to the I-15 Corridor project. We hereby formally petition and request that the proposed neighborhood access road onto 85 South NOT be constructed and that 40 South be closed off and dead-ended. We do NOT want access from or onto 1200 West from our neighborhood. We fear that if these roads are constructed or left open, there will be a great increase in neighborhood traffic by those wanting to access Gas-N - Go, Trafalga and, especially, UVSC/UVU, and/or wanting to bypass Center Street, particularly if traffic is backed up at the proposed light at the future 1200 West interchange. There are many children in our neighborhood and we fear for their safety, in addition to the other problems by increased traffic if such access points were to be left open. There are two other roads by which we can access our neighborhood: 1000 West and 100 South. Attached are: (1) the signatures of the neighbors who do NOT want these roads left open, (2) a corresponding map of their homes according to the number next to their signatures, and (3) our proposed change to the map draft. We desire to preserve our neighborhood, which we know is of great concern to the City of Orem and to the State of Utah. We do not feel that this request impinges on the rights of others or that it will be a hinderment to the movement of traffic through the City. We hereby request your assistance in helping us preserve our neighborhood amidst these changes. Thank you. Residents of Deerfield Subdivision Orem, Utah Brent & Pat Miller, Spencer & Pamela Cottam, Junko Takeya, Eduardo Zamorano, Maria de Jesus Zamorano, Jeananne Lybbert, Scott & Crystal Grimes, Gary & Cheryl Ransom, Sheryl</p>	June 2008

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				Olsen, Dan & Caryl Davies, Sean & Callie Gallacher, June Sutton, Bart & Tonya Hendrickson, Mark & Kelly Smith, Graham & Gailene Bilson, Octavio & Guadalupe Perez, Kenny & Julie Brandow, Tom & Sherri Wiltbank, Dan & Jane Barrett, Shu Chen, Kelly Bowen, Max C Stimson, Nathan & Tiffany Clark, Gary & Shiralee Barsdorf, Ken & Cindy Oppel, Norm & Donna Boyd, Richard & Cathie Upstill, Janeen Bennett, Tod & Diane Reaveley, Shannon & Lisa Ward.	Orem 1200 West has been re-designed since the DEIS, and the current design is presented in Volume II. The current design prevents access through the neighborhood. The final decision will have to be approved by the City of Orem.	
362	Letter	Brent	Miller	Orem	We, residents of Deerfield Subdivision in Orem, Utah, are writing regarding the 1200 West Realignment at Orem Center Street due to the I-15 Corridor project. We hereby formally petition and request that the proposed neighborhood access road onto 85 South NOT be constructed and that 40 South be closed off and dead-ended. We do NOT want access from or onto 1200 West from our neighborhood. We fear that if these roads are constructed or left open, there will be a great increase in neighborhood traffic by those wanting to access Gas-N - Go, Trafalga and, especially, UVSC/UVU, and/or wanting to bypass Center Street, particularly if traffic is backed up at the proposed light at the future 1200 West interchange. There are many children in our neighborhood and we fear for their safety, in addition to the other problems by increased traffic if such access points were to be left open. There are two other roads by which we can access our neighborhood: 1000 West and 100 South. Attached are: (1) the signatures of the neighbors who do NOT want these roads left open, (2) a corresponding map of their homes according to the number next to their signatures, and (3) our proposed change to the map draft. We desire to preserve our neighborhood, which we know is of great concern to the City of Orem and to the State of Utah. We do not feel that this request impinges on the rights of others or that it will be a hindrance to the movement of traffic through the City. We hereby request your assistance in helping us preserve our neighborhood amidst these changes. Thank you. Residents of Deerfield Subdivision Orem, Utah Brent & Pat Miller, Spencer & Pamela Cottam, Junko Takeya, Eduardo Zamorano, Maria de Jesus Zamorano, Jeananne Lybbert, Scott & Crystal Grimes, Gary & Cheryl Ransom, Shery Olsen, Dan & Caryl Davies, Sean & Callie Gallacher, June Sutton, Bart & Tonya Hendrickson, Mark & Kelly Smith, Graham & Gailene Bilson, Octavio & Guadalupe Perez, Kenny & Julie Brandow, Tom & Sherri Wiltbank, Dan & Jane Barrett, Shu Chen, Kelly Bowen, Max C Stimson, Nathan & Tiffany Clark, Gary & Shiralee Barsdorf, Ken & Cindy Oppel, Norm & Donna Boyd, Richard & Cathie Upstill, Janeen Bennett, Tod & Diane Reaveley, Shannon & Lisa Ward.	

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363	Letter	Brent	Miller	Orem	<p>We, residents of Deerfield Subdivision in Orem, Utah, are writing regarding the I-200 West Realignment at Orem Center Street due to the I-15 Corridor project. We hereby formally petition and request that the proposed neighborhood access road onto 85 South NOT be constructed and that 40 South be closed off and dead-ended. We do NOT want access from or onto 1200 West from our neighborhood. We fear that if these roads are constructed or left open, there will be a great increase in neighborhood traffic by those wanting to access Gas-N - Go, Trafalga and, especially, UVSC/UVU, and/or wanting to bypass Center Street, particularly if traffic is backed up at the proposed light at the future 1200 West interchange.</p> <p>There are many children in our neighborhood and we fear for their safety, in addition to the other problems by increased traffic if such access points were to be left open. There are two other roads by which we can access our neighborhood: 1000 West and 100 South. Attached are: (1) the signatures of the neighbors who do NOT want these roads left open, (2) a corresponding map of their homes according to the number next to their signatures, and (3) our proposed change to the map draft. We desire to preserve our neighborhood, which we know is of great concern to the City of Orem and to the State of Utah. We do not feel that this request impinges on the rights of others or that it will be a hindrance to the movement of traffic through the City. We hereby request your assistance in helping us preserve our neighborhood amidst these changes. Thank you. Residents of Deerfield Subdivision Orem, Utah Brent & Pat Miller, Spencer & Pamela Cottam, Junko Takeya, Eduardo Zamorano, Maria de Jesus Zamorano, Jeananne Lybhort, Scott & Crystal Grimes, Gary & Cheryl Ransom, Sheryl Olsen, Dan & Cary Davies, Sean & Callie Gallacher, June Sutton, Bart & Tonya Hendrickson, Mark & Kelly Smith, Graham & Gallene Bilson, Octavio & Guadalupe Perez, Kenny & Julie Brandow, Tom & Sherri Wittbank, Dan & Jane Barrett, Shu Ch'en, Kelly Bowen, Max C Stimson, Nathan & Tiffany Clark, Gary & Shiralee Barsdorf, Ken & Cindy Oppel, Norm & Donna Boyd, Richard & Cathie Upstill, Janeen Bennett, Tod & Diane Reaveley, Shannon & Lisa Ward.</p>	<p>Orem 1200 West has been re-designed since the DEIS, and the current design is presented in Volume II. The current design prevents access through the neighborhood. The final decision will have to be approved by the City of Orem.</p>
364	Letter	Bruce E	Henderson	Salt Lake City		<p>Salt Lake County Parks & Recreation Division, has reviewed the draft Environmental Impact Study (DEIS) for the I-15 Corridor, Utah County-Salt Lake County. We support the primary purpose of the I-15 improvement project, which is to relieve projected 2030 peak hour congestion, and five secondary purposes. However, we are very disappointed that the plan does not address non-motorized transportation, which clearly plays a part in meeting several, if not all of the purposes. The Wasatch Front Regional Council's Bike Plan. The Salt Lake County's Park and Recreation Master Plan, the Bonneville Shoreline Trail Alignment Plan, and Draper City Parks, concept for the east frontage road at the point</p>

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					<p>Trails, and Recreation Master Plan all clearly identify the need for non-motorized trails. And the DEIS ignores this issue. These plans recommend at a minimum the following (1) a multi-use trail crossing at the I-4600 South Interchange, Exit 288 as referenced in the DEIS; (2) bike lanes in each direction on I-4600 South; (3) a multi-use trail parallel to the UTA railroad right of way and east frontage road at the Point of the Mountain. Currently, cyclist use I-4600 South as major east-west commuter and recreation conduit. Yet, the proposed Single Point Urban Interchange proposed for Exit 288 does not accommodate safe non-motorized travel. A multi-use trail crossing would allow non-motorized users to safely cross the I-15 corridor at I-4600 South. In addition, this trail crossing would connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale, and would permit linkage of the east leg of the Bonneville Shoreline Trail to its west leg. Given the heavy bike use of I-4600 South, bike lanes are needed on each side of this road with safe access to I-15 crossing. A safe trail corridor along the east frontage road at the Point of the Mountain is also necessary to connect the existing Porter Rockwell Trail in Draper City to the proposed Murdock Canal Trail in Utah County. This proposed trail corridor, identified in the Salt Lake County, Lehi City, and Mountainland Association of Governments master plans, would provide non-motorized access from Sandy City to the mouth of Provo Canyon. If an intent of the plan is to improve the movement of people, the non-motorized travel crossings and corridor must be accommodated in the transportation plan. It is far less expensive to include non-motorized modes of travel now than it will be to try to accommodate it later. We support making improvements to the I-15 corridor to relieve vehicle congestion, but not at the cost of ignoring non-motorized trails. Therefore, we strongly recommend that the final option for improving the I-15 Corridor include a safe non-motorized user east/west trail crossing, and a safe trail corridor parallel to the Utah Transit Authority railroad right of way into Utah County. Thank you for the opportunity to review and comment on the DEIS and for considering our recommendations. Respectfully, Bruce E. Hendersen, Director Parks and Recreation Division</p>	<p>of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at I-3800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>
365	Letter	A.J.	Schomas	Orem	<p>I and my partner, Richard Johnston, are owners of Timberline Tool and Supply at the above referenced address. Our business has been at this location for nearly thirty-five years, and has grown to a very well-known business in the Orem community. It is not only a large taxpayer, but also is an employer of twenty-four employees. Recently, we were introduced to the proposed Highway I-15 reconstruction project, which is currently under consideration. We are delighted with the concept of enlarging the corridor to promote an accelerated movement of traffic along the Wasatch Front.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South</p>

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					<p>We feel it is a giant step forward. As part of the expansion project, there is an initial proposal that the building in which our business is housed, and the building to the east of ours, Be condemned and demolished. We are, of course, opposed to this action as we do feel it is unnecessary. I have worked for the U.S. Bureau of Public Roads, and have helped in the design and construction of highways in Yellowstone and Teton national parks. I have also worked for the Wyoming Highway Department. And have been involved in the design and construction of Highway I-80 through Uintah County, Wyoming. One thing I have learned from these experiences is that there is a lot of latitude and flexibility in the layout and construction of highway systems. We would propose that the change to Center Street, west of the southbound off-ramp, be shifted a few feet to the south. We, of course, are not currently aware of the necessary right-of-way requirements, but perhaps it could be shoehorned into the space with a minimum of unsettling to either side of the street. It appears that there is a proposed footpath on the north side of the street. There is not currently a footpath at all at this location, and according to the city planners, there is no plan to change the existing condition. Since the proposed new footpath would dead end, and since it does require valuable space, we would propose that the footpath be eliminated from future plans. If it is ultimately determined that, even with these changes, there is not enough space for the new project for the new project without disturbing present structures along Center Street, then we would urge you to consider an alternative. The elimination of a few storage units and an unused car wash located on the south side of the street would drain much less money from the highway budget, and be a lot less hassle, than destroying two large buildings on the north side of the street, housing vibrant businesses, which add a considerable number of dollars to the state and local coffers. Over the past thirty-five years, I have conducted business from out building, and during most of that time, I've lived in the area of 1100 west 100 North. I have been in a great position, therefore, to observe traffic conditions and have been aware of flow patterns and the need for a change in roadways. I like many of your proposals. I am aware of the proposed growth on the west side of the freeway. It is my feeling that with the increased size of the Eighth North road and interchange, and with the creation of a new Eighth South road and interchange, along with the increased capacity of Geneva Road, the change in traffic flow along Center Street west of the freeway shouldn't be significant. If, in the final determination, it is concluded that the project will go forward as proposed, we would naturally seek for top dollar for our building and or the expenses required to move the business to a new location. In anticipation of this possibility, we have approached</p>	

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					the firm which did much of the dealing with the state on private properties captured by emanate domain in the Salt Lake Valley project. We hope not to need their services, but are prepared to retain them, if necessary. We are looking forward to working with you, and with the City of Orem. We want to be involved. We, of course, want to do that which would be best for everyone involved at the best possible expenditure of public tax dollars, and feel strongly that our proposal would accomplish that. We are hopeful that we can come to a mutually beneficial agreement. We, therefore, respectfully request that the above counter proposal be given serious consideration." Sincerely, Timberline Tool & Supply A.J. Schomas Owner	
366	Comment Form	Bryce K	Taylor	Orem	I own the property east of Harts on West Main Street in American Fork. I am interested in keeping as much of my property as possible. If it is possible, I am interested in acquiring any excess land from the Harts property following the reconstruction on the bridge in that location. I am grateful for open communication and cooperative attitude shown me by the people of UDOT. Though our objectives are different they have treated me with respect. Bryce K. Taylor	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
367	Comment Form	Amanda	Hyde	Lehi	Plan C is best for new roads in American Fork. Freeway should connect with 2100 North in Lehi.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
368	Comment Form	Aaron & Lesley	Daley	Saratoga Springs	Plan 'C' for Lehi Road & 2100 So. In A.F.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
369	Comment Form	Connie	Teteberg	Salt Lake City	I prefer plan C. I prefer 21st No. in Lehi to be the connector system for the freeways.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover

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370	Comment Form	Aaron & Lesley	Daley	Saratoga Springs	Preference Plan "C" for Lehi Rd. & 2100 So. In A.F.	at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
371	Comment Form	Ashley	Shawcroft	Tooele	I greatly favor "Plan C" and think it should be the only option considered. Please choose "Plan C"!	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
372	Comment Form	Roxana B	Bocaregra	Keams	Plan C is the best for the Road in American Fork. I believe that it would be best for the Connector to go along 21st North in Lehi.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
373	Comment Form	Jamie	Fries	Magna	Plan C is the better plan. I believe the connector should be at 21st North in Lehi as a road already exists in that area.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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374	Comment Form	Morgan	Galbraith	Salt Lake City	I feel that plan C is the best option for the new freeway. I also feel that 2100 North is the best spot for the connector. I drive to L.A. 4 times a year & this would greatly improve the route bi-passing all of that congestion.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
375	Comment Form	Suzanne	Martinez	Sandy	Plan C is best Think connector should be 21 N. Lehi.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
376	Comment Form	Crystal	Martin	West Valley	Plan C is the best one for me. Connector should be along 21st North in Lehi.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
377	Comment Form	Laura	Lamplit	American Fork	The connector for MT View needs to go to the 2100 N area of Lehi – an easement B running in place – The area is already developed. The plan for the connector at 4000 to 4800 N is not suitable – The Rds will go no where & accesses to point the development at the point of the Mtn.	This comment refers to the Mountain View Corridor project and has been forwarded to that team.
378	Comment Form	Amber	Lamyl	West Valley City	Use Plan C for the connector with Main Street Am. Fork	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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379	Comment Form	Linke	Hebrew	Lehi	Option "C" for Lehi Rd, 2100 North to Redwood Road. The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
380	Comment Form	Sabrina	Guswold	American Fork	Want plan C. It makes more logical sense and with the housing issues I don't understand placement or funding for this site.	
381	Comment Form	Todd J	Argyle	Spanish Fork	I would like to see no widening of I-15. How do we expect to get more people to use public transportation if it is so much more convenient to drive their cars. You are aiding and abetting more pollution in the valley. I would much rather see you use the money, you plan to spend on I-15 on Trax to Utah County. If you are bound and determined to widen I-15, please consider reducing the expansion from 4 lanes each way to 3 lanes each way, between North Spanish Fork and Payson. The interstate is already way too close to homes. You would be further eroding the quality of life of these people, as well as their home values. Please budget sounds walls. Thank you	The noise analysis was re-run for the FEIS, and predicted 2030 impacts are shown in Volume II, with proposed mitigation. See Section 3.7 Noise for more information. UDOT's Noise Abatement Policy requires public and local government acceptance of each proposed noise barrier. Noise barriers will be further assessed during the design stage prior to construction. UDOT will contact the local municipality and impacted residents/landowners on both sides of the highway. If a sufficient number of affected residents/land-owners, as defined by the noise policy, vote in favor of noise walls they will be installed.
382	Comment Form	Evelyn	Mills	Spanish Fork	I realize we need to expand out highways but having lived next to the freeway for 35 years I question the need for an increase from four to eight lanes where rarely is it that congested. I believe a Trax makes more sense with ever increasing fuel costs. I would like the legislature to pass a bill like Arizona and Oklahoma have done to begin to rid the state of illegal immigrants we simply do not need these people. They are more a burden than they are worth. In view of the population explosion, raising taxes on families that choose to have large families would help encourage them to	Comment noted

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					limit children to two or three. We need to encourage growth but more slowly as we are endanger of loosing our way of life. We need to increase our open spaces and limit development. I would like to know since I live along I-15 if my name will be involved in this and if so when I most likely will be bought out.	
383	Letter	Mayor Timothy L	Parker	Saratoga Springs	<p>The City of Saratoga Springs recognizes the need for north/south mobility along the I-15 Corridor. Current residents of this area, and specifically of Saratoga Springs, anticipate the widening and reconstruction of the I-15 Corridor. This project will contribute to improving the congestion on existing roadways and assist in handling future transportation needs and growth in the region. This purpose of this letter is to outline the main points of the City's position on the Environmental Impact Statement (EIS) for the I-15 Corridor.</p> <p>1. The No Build alternatives is required to be evaluated as an alternative in the EIS and is also used as a basis for comparing the proposed build alternatives. The City has the following comments with regard to this alternative:</p> <ul style="list-style-type: none"> a. Saratoga Springs is not in favor of this alternative. If nothing is done to the I-15 Corridor, the future transportation needs and growth in the region will not appropriately addressed. b. The I-15 Widening & Reconstruction alternative includes the widening of I-15; total reconstruction of 15 interchanges, including three options from the American Fork Main Street interchange; modification and improvements to seven interchanges; construction of one new interchange (North Lehi); and our different options in the Provo and Orem section of the I-15 Corridor that includes on potential new interchange (Orem 800 South) and a four-mile frontage road system. This proposal includes improvements to approximately 43 miles of I-15 in Utah and Salt Lake Counties. The project's southern terminus is the South Payson I-15 interchange in the City of Draper. The City has the following comments with regard to the American Fork Main Street Interchanges: <p>a. The City is in favor of this interchange, as well as the I-15 Widening & Reconstruction alternative as it is an address future transportation and growth with the region.</p> <p>b. The City is in support of the East-West Connector and the 2009-2011 timeline for construction and completion of this important corridor. The City is also in support of the 2011 commencement for improvement to the I-15 Corridor, as this allow for completion of the East-West Connector.</p> <p>c. The proposed East-West Connector is vital to the current and future transportation needs of Saratoga Springs. The American Fork Main Street interchange is the last piece to this important corridor. Thank you for the opportunity to review and comment on the EIS for this important transportation corridor. The City anxiously anticipated the completion of these important roadways.</p>	

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384	Fax		Orem		<p>and the positive impacts they will have on the community and region. Please feel free to contact the City with questions on this letter or for assistance on any other matter. Sincerely, Timothy L. Parker Mayor, City of Saratoga Springs</p> <p>Dear Mr. Machado: Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS), I-15 Corridor Utah County to Salt Lake County, (FHWA –UT-EIS-07-01-D); Project No. IM-NH-15-6(149) 245E. Our neighborhood is located at 680 South in Orem adjacent to I-15. We would be impacted by the design options A and C which propose to realign 800 South in Orem from its present location to a new location directly adjacent to homes along 680 South. We have reviewed the pertinent sections of the DEIS that directly effect our neighborhood and offer the following comments under the authority of the National Environmental Policy ACT (NEPA). Although there are direct impacts to our neighborhood the DEIS fails to include the 680 South homes within the study area. We believe this is an oversight and should be corrected. The following are examples of inconsistencies caused by this oversight.</p> <ul style="list-style-type: none"> • Section 3.2.3 of the DEIS states the construction of a new interchange at Orem 800 South would have positive impacts on existing social networks and community cohesion. This statement cannot apply to the 680 South neighborhood since the area was not included in the area of study. • Section 3.3 of the DEIS deals with Environmental Justice and Executive Order 12898. However, the DEIS fails to include the neighborhood of 680 South within the study limits making it impossible to determine if the Executive Order has been met. <p>• Although section 3.3.4 suggests there would be no difference between the level of impacts of the design options, the failure to include the 680 South neighborhood invalidates this statement. We request information be provided on discussions between the Utah Department of Transportation (UDOT) and Utah Valley State College and UDOT and Orem city regarding the proposed realignment of 800 South in Orem from its present location. We request specific evaluations or studies be conducted in the 680 South neighborhood on Noise, Visual, Minority, Economic and Socioeconomic resources to determine potential impacts caused by the realignment of 800 South from its present location. These studies must be included in the Final EIS. We request that any impacts to the 680 South neighborhood be identified in the Final EIS and commitments for full mitigation of those impacts be made in the Final EIS and Record of Decision. Again, we appreciate the opportunity to comment and have our concerns fairly considered.</p> <p>Sincerely, The 680 South Neighborhood: Vaughn Cleeg, Reed R Murray, Donna Mills, Dennis Larson, Ramon B Zabriskie, Kerry</p>	

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				Murray, Jeanette R Parker, Elayne McArthur, Claudia Mann, Ken & Muriel Robinson, Richard Best, Angela Gillespie, Mark A Gillespie, James S Moore, Robert M Graves, Carla H Whitney, Billy & Beth Fenton, Bradford Thompson, R & Sue Heaton, Dennis & Eileen Winger, M McArthur, Amber & Tod Myers, Deniece Hawkins.	This comment refers to the Mountain View Corridor project and has been forwarded to that team.	
385	Comment Form	Amber	Lamyl	West Valley City	Don't put a freeway in to help developers, use 2100 N that is set up from a road	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
386	Comment Form	L C	Lampit	American Fork	Plan C for American Fork, best of the options. Wetlands are an issue. You create a dike that will flood the area north among the more ponds are low down to 40% of what they were in 1983. Agricultural growing would be thwarted for roads.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
387	Letter	Terry J	Hickman	Orem	The Central Utah Conservancy District (CUWCD) appreciated the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) for the I-15 Corridor Project (I-15 Project). We recognize that this project is essential to the safety of the traveling public and is vital for the continued growth and development of the State. CUWCD supports this project and recognizes the tremendous investment of time, effort, and money that will be required to see this project through to a successful completion. We have reviewed the DEIS and appreciate the level of detail and analysis that is presented. Our concerns center mainly on the possible impacts the I-15 Project may have on water and related environmental issues we work with on a daily basis. We offer the following comments for consideration by UDOT in the hope they will be used to improve the I-15 Project and to avoid any delays or obstacles that may impact its success. General Background CUWCD is a political subdivision of the State of Utah. It was formally established in 1964 to act as the local entity to contract with the United States of America in connection with the construction, operation, and financing of the Center Utah Project (CUP). CUWCD consists of all of part of ten counties – Duchesne, Garfield, Juab, Piute, Salt Lake, Sanpete, Summit, Uintah, Utah and Wasatch. CUWCD is primarily a wholesaler of water to other cities and agencies, and has the responsibility to plan, design, construct, operate and maintain water facilities, administer the sale and delivery of water, and repay costs of the water projects. As part of our responsibilities, CUWCD manages reservoirs, dams, water treatment plants, Hydropower plants, diversion	D-198

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					<p>systems, large diameter pipelines and aqueducts, and several tunnels.</p> <p>Specific Comments A. Possible Impacts on the June Sucker. The CUWCD is a Participating Partner in the June Sucker Recovery Implementation Program (JSRIP). This multi-agency program is designed to improve and enhance the recovery of the June sucker, an endangered fish which exists naturally only in the Utah Lake Drainage. We are concerned about the impact of the I-15 Project on the Hobble Creek restoration project that is currently underway. The goal of the Hobble Creek Project is to enhance habitat to a level that's suitable and valuable for June sucker spawning. We encourage you to work closely with the JSRIP to coordinate efforts in this area and when crossing the Provo River, which is also important habitat for recovery of the June sucker. B. Impact on Existing or Planned District Facilities CUWCD owns, operates, or utilizes at least three large diameters aqueducts that maybe impacted by the I-15 Project. These aqueducts carry substantial volumes of potable water to end users. CUWCD would like to work closely with UDOT in the areas of these facilities to coordinate the construction schedule with water deliveries in an effort to ease the impact on all parties involved, including water recipients. The largest of the aqueducts is the Jordan Aqueduct. It originates near the Utah Valley Water Treatment Plant, located near the mouth of Provo Canyon, and runs north to the Jordan Valley Treatment Plant, located in Riverton. This 66-inch diameter pipeline crosses I-15 on the south side of the Point of the Mountain. The second pipeline is the 800 North Aqueduct in Orem. The portion of the 800 North Aqueduct that intersects I-15 at 800 North in Orem, is currently under design and will be installed prior to the I-15 Project. This new aqueduct will be in addition to the existing 24-inch aqueduct (historic Geneva Steel pipeline) that also crosses I-15. We are coordinating with Region 3 to make sure that the placement and design of the aqueduct will be compatible with the I-15 Project. Preliminary and final designing of the new 800 North Interchange should take into consideration this new aqueduct. The final pipeline is the North Shore Aqueduct. This aqueduct is in the preliminary design phase and is planned to run from the former Geneva Steel site in Vineyard to a terminal reservoir located in Saratoga Springs. CUWCD is planning to complete installation of this aqueduct by late 2012. It is anticipated that this aqueduct will be located within the rights-of-way of both the East-West Connector (10th South Lehi) and the Vineyard Connector. Our understanding is that both the East-West Connector and the Vineyard Connector will be constructed prior to the I-15 Project. Installation of the North Shore Aqueduct would be concurrent with the construction of these roadways. Because the proposed I-15 interchange at American Fork Main</p>	

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					<p>Street will possibly connect to one or both of these planned roads, it is possible that construction of the interchange may impact the operation of this proposed pipeline. CUWCD would like to coordinate with UDOT in this area in an effort to minimize impacts to the North Shore Aqueduct. CUWCD also owns three public drinking water wells with required source protection plans. The I-15 Project lies within the delineation zones for 12 additional planned future wells. CUWCD would like to work with UDOT in order to safeguard public drinking water within these protection zones through best management designs and coordination.</p> <p>C. Impact on Surface Water Rights, Sources and Utah Lake</p> <p>CUWCD recognizes that construction of the I-15 Project will necessitate the re-routing of historic drains, springs, and ditches. Through coordinated engineering, interrupted and diminished natural flows to Utah Lake from seeps, springs, and drains adjacent to the I-15 Project can be avoided. As operator of the CJP and owner of significant water rights in Utah Lake we are concerned about any interruption or impairment of natural flow to the lake. CUWCD owns many water rights with historic sources adjacent to the I-15 project. For example, sheet HWY-057 of the DIES shows a proposed detention basin directly on or near the location of Fugal Springs. These springs are the source of several important CUWCD owned water rights. Construction of a detention basin at this location may create a number of problems in the quantity and quality of water available from this important source. We ask that as you continue design of the I-15 Project you take into account all drains, ditches, and springs and take steps to be sure that these sources are allowed to flow unimpeded to Utah Lake as they have historically. If any of these sources need to be piped to facilitate I-15 construction, then consideration should be given to be sure that all water is collected and conveyed to Utah Lake. This is important so that CUWCD can continue to receive water right exchange credit for other water it withdraws from the groundwater basin and delivers to the public. We look forward to and appreciate the opportunity to coordinate with you as needed on these conveyance facilities.</p> <p>CUWCD would like to emphasize that we support UDOT's effort to increase the safety and capacity of I-15 with the proposed project. WE are anxious to assist in any way possible to help UDOT in the process. We would be pleased to discuss our concern with UDOT. We recognize that this is a project of considerable magnitude and will require coordination with a large number of agencies and communities. Thank you for your consideration of these comments. Please contact Sarah Sutherland at 801-226-7147 for any discussion of these matters. Sincerely, Terry J. Hickman, Environmental Programs Manager</p>	

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388	Comment Form	Douglas L	Jorgensen	Provo	<p>I support the frontage road system – CRT. Provo:Univ Parkway Orem. Provo needs more E-west roads – 1740 N. would spread out traffic & relieve pressure on 1460 (Front of Westridge school) 20th So. Orem is a natural line between Provo & Orem and should be developed – It goes thru neighborhoods but more between neighborhoods. My property – 1800 So. Sandhill would be better incorporated into 2000 So. Orem – The natural line for E-W travel. I suggest improving the poor roundabout @2000 So. To a Six (6) entry-exit roundabout to include Sandhill (2) 2000 So (2) and on-of frontage (2) (slows traffic & keeps it moving). The round about @ 400 W & 1250 So. Orem works good as also the one at UVSC So. Entrance.</p> <p>Doug Jorgensen</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
389	Fax	T Jeffery	Cottle	Orem	<p>I am writing regarding the 1200 West Realignment at Orem Center Street. The present draft was changed from the previous designs based upon an eligible historic property located at 12 South 1160 West. However, the prior resident of 33 years of that property, Dallas Young, states that the eligible historic property was almost totally remodeled and an addition of approximately one-third of the present structure, was constructed recently. The remodel included a modern roof, and roofline structure, different parking area, making larger windows, including new frames, new porch and railing, new landscaping and the property's wood exterior was replaced entirely with siding. In addition, the old wood floors were warped and sanded down to make way for carpet, a back entrance was added, and plumbing and electrical were updated. Thus, the original appearance and structure has been enlarged and changed considerably. In addition, it was a single residence home and now it is a duplex. Based upon such, I believe it is not an eligible historic property. It is the belief of many residents, including the residents of 12 South 1160 West, and the two houses to the south, that the pollution and noise level resulting from the traffic light at Center Street and 1160 West would be enormous; 1200 West is a busy street, but with Center Street being even busier, cars would be stopped in front of 12 South 1160 West and the other two residents constantly in an unrelenting manner, and it would be dangerous for children in this residential area. With the expanded freeway, and an expanded Center Street being so close together, the pollution and noise certainly be a health risk factor for anyone living in the residence. The original plans or designs went through these same residences and thus these issues were not problems previously. In addition there is an added safety hazard to have a major street cross one of the busiest streets in a major city at an angle when the freeway entrance/exit is less than hundreds yards away. It is my opinion and the majority of the residential community feels strongly with me because about a hundred of us met at</p>	<p>An intensive level survey has found the house to not be an eligible historic property, and design in this area accommodates that change.</p>

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					UDOT with UDOT officials, because of concerns over that the present design and almost all present at the meeting felt this design should be voided in favor of the original design. Several have come to my office to make these concerns known. This is based upon the factors mentioned above. Respectfully submitted, T. Jeffrey Cottle	The Preferred Alternative is Alternative 4: I-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
390	Fax	Edwin A	Clark	Provo	<p>My thanks to UDOT for providing opportunities and information you listened well to my comments in person, even the noisy ones, I hope this written effort is helpful. Sincerely, Edwin A. Clarke</p> <p>1. Nationally and here in Utah infrastructure construction is outpacing ability to fund and complete essential maintenance. The backlog exceeds a trillion dollars and through vehicle accidents and structure failures costs many lives annually. The added loss of nominal traffic flow due to bandaid maintenance and extra accidents is costly to economic life. Public discussion of project seldom included ability to maintain safely what is added, much less what is already in use.</p> <p>2. Major infrastructure project such as I-15, Geneva Road and various connectors (ultimately) to the Provo Airport are separate proposals without the public actually being able to evaluate the likely net effect, especially in and use, spread over years and scattered over landscape.</p> <p>3. Infrastructure needs for change often are unequally borne by wetlands, open space, quiet neighborhoods and those who already reside there by choice. As a 28-year resident of west Provo after several East and West Coast urban areas I have lasting concerns about this.</p> <p>4. The State of Utah has ultimate jurisdiction over development of these lands. Wisdom includes leaving as many unused options as possible for future citizens. Those willing to base construction decisions on enthusiastic projections of growth should take a close look at I-PROVO and UTOPIA. Specific Comments concerning I-15 reconstruction follow:</p> <p>5. The PROPOSED I-15 frontage roads within Provo north of Center Street seem necessary now to maintain integrity of existing neighborhoods and traffic flows.</p> <p>6. The proposed reconstruction of the I-15 interchange at Center Street in Provo should be limited to that justified by current I-15 and local traffic. A SPUI is not justified in this existing developed area.</p> <p>7. Adding direct access to I-15 at 820/620 North in Provo (less than 2/3 mile from Center Street) should not be done. It seems obvious that I-15 interchanges less than one mile apart will hurt traffic flows on and off I-15. Direct access there will slow I-15 traffic more and create bigger traffic jams at Center Street, along Geneva Road and on 620/820 North, and undo most of the advantage of adding the frontage roads. Alternative Rerouting of Geneva Road and I-15 just enough to provide I-15 direct access 1/3 to 1/2 mile further North should be considered.</p> <p>8. The proposed Rerouting of</p>	D-202

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391	Fax	Steven C	Miner	Payson	<p>On behalf of Associated Food Stores and Payson Market, we are writing to you to express to you jointly our concern with regards to what the impact will be to Payson Market should the redesign of the North Payson Exit 250 be reconstructed as proposed. Associated Food Stores serve over 400 grocery stores across the 7 states Intermountain Region. Payson Market is one of our valued grocery store customers and part owner in Associated Food Stores. The Payson Market store is located at 586 North Main Street in Payson, Utah, just east of the existing North Payson Exit 250. Payson Market is a +/- 40,000 square foot grocery store that has been serving the Payson community for over 11 years. The store serves approximately 10,000 customers per week. In order to accommodate such a large amount of customers and vehicular traffic, multiple access points to and from the store is critical to the success and profitability of the grocery store. Access in and out of our grocery store parking lot for patrons, customers, and for the receiving of product from multiple suppliers and vendors, is obtained from the four primary curb cuts, two curb cuts off of Main Street/South 3200 West (East curb cut and West curb cut), and two curb cuts off 600 North Street (south curb cut and a north curb cut). The 600 North Street connectivity from off Main Street and the northern most curb cut from 600 North into our back door receiving dock area is critical to the stores ability to circulate and receive large trucks to and from our receiving docks. If we understand correctly the proposed redesign of this exit, the redesign will close 600 North Street access on and off of Main Street, thereby eliminating two critical access points for our customers and suppliers form on and off of Main Street. Further, it appears as though the double solid yellow line frontage road from off of the newly designed off-ramp will extend eastwards to a point just west of the existing Blockbuster Video store located in out front parking lot. That double yellow line, as we understand it will essentially restrict our western most curb cut to a right in, right out only onto Main Street/the frontage road, thereby eliminating our customers ability to turn left (east) out of our parking lot from the western access point. After reviewing over the proposed reconstruction design of Exit 250, we believe that such a redesign will have a material adverse</p>	<p>The UDOT preferred alternative for the North Payson interchange includes a realignment of Main Street to provide adequate distance to achieve vertical clearance over I-15 and the UTA railroad adjacent to the interchange, which will provide a safe and efficient interchange configuration. In addition, the realignment removes to excessive skew from the interchange. As the skew angle increases at an interchange the efficiency is reduced, this is especially true for SPUs, and the interchange has a higher rate of accidents. For more information on SPU skew angles and performance see NCHRP report 345, page 7.</p>

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392	Letter	Christopher W	Harm	Silver Spring	<p>Christopher W. Harm Program Analyst NOAA's National Geodetic Survey Dear Mr. Machado, We have provided comments on the DEIS regarding the I-15 Corridor Project, Transportation Improvement from UT Co to Salt Lake Co, Utah (20070498). The DEIS has been reviewed within the areas of the National Oceanic and Atmospheric Administration, National Geodetic Survey (NGS) geodetic responsibility, expertise and in terms of the impact of the proposed actions on NGS activities and projects. If there are any planned activities which will disturb or destroy geodetic control monuments, NGS requires notification not less than 90 days in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any required relocation(s). All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the homepage on NGS at the following internet address :http://www.ngs.noaa.gov. After entering this website, please access the "topic" products and Services" then "Data Sheet". This menu item will allow you to directly access geodetic control monument information from the NGS database for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project. We hope our comments will assist you. Thank you for giving NGS the opportunity to review your DEIS. Sincerely, Chris W. Harm</p>	<p>UDOT will coordinate with the NGS to identify relocated geodetic markers.</p>
393	Email	Charles	Ball	Orem	I am a CPA in Orem and I can see the great need for the I-15 upgrade. I support and will vote for any upgrades to I-15 especially proposal #1.	Comment noted
394	Email	Tom & Sheryl Peterson	Provo		We would like to bring up several issues concerning the proposed changes to the I-15 Corridor in the Orem/Provo area. It seems that six or more years ago there was a meeting held similar to the one held on 1-9-08 at Westridge Elementary School. It seems that about six or more years ago the input from the residents convinced Provo City management and UDOT the North SPUI at American Fork, and a flyover	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover

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					<p>to reconsider construction of an interchange at 1740 North and I-15 in Provo. Now it seems that further UDOT and Provo City plans are underway to collect traffic by using 1740 North as an interchange to a frontage road or once again make it an interchange to the freeway. The suggested increase of traffic will double what it is now. If estimates are like others in the past concerning growth in the Provo/Orem area then it could be much more than this current estimated increase. The great increase in traffic will come from those outside the neighborhoods around 1740 North. We would like to give another voice to the fact that the residents near 1740 North still strongly do not want this great increase of traffic through this residential area. The frontage road concept simply allows those outside the neighborhoods to more speedily shortcut towards the freeway in residential areas. The operative word in the previous sentence is "speed". Those going to or from the freeway during rush time usually do just that – rush. Whether the road is an interchange to the freeway or an interchange to the frontage road the great increase in traffic will happen. There are currently two elementary schools near 1740 N and high use school crossings for children on at least two streets that future freeway drivers would use to get to 1740 N. The crossings are dangerous enough. The several round-a-bouts on and near 1740 N are dangerous enough as was expressed at the meeting the other night. The vision at the round-a-bouts is limited by the vegetation that was planted and left to grow very high in the middle of the round-a-bouts. Speeding at the round-a-bouts is now a concern for those living by them. We have witnessed many cars careening off either round-a-bout cement elevation or outside curb cement from cars going too fast. Not long ago we saw a van that ended up plowing into the middle of one of the round-a-bouts and crashing into a street sign. Another car took out our neighbor's tree a very short time ago at the same round-a-bout. We are not personally against round-a-bouts, but these particular ones need better vision and drivers that somehow know how to drive and yield on round-a-bouts. The proposed increase in collected traffic towards the freeway will make an already dangerous situation become something much worse. It seems that the continuous growth in students and other employees is at UVSC and not at BYU. BYU has limited enrollment. If most students will not "discover" their way from BYU into our neighborhoods as the Provo City engineer suggested at the Westridge meeting, then there doesn't seem a great need to try and increase traffic on 1740 N. If there is another interchange made to the freeway in Provo City, it makes sense to have that be 820 N in Provo. From the freeway it would empty into less a residential area and would have a direct shot into the BYU campus. UVSC and the interchange at University Parkway are</p>	at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					<p>where needed changes should concentrate. The flyover or 800 S interchange should help the situation there. Changes at 1740 North (including a tie into a frontage road system) will not solve the traffic problems for university parkway and it will create problems for a residential area.</p> <p>As open lots have been in the process of being built out in our neighborhood (north of 1740 N), we have witnessed a number of thefts and one case of graffiti on the properties of our neighbors from those entering our neighborhoods who do not live here. We can only see further danger to property of our neighborhood if there is an increase of traffic comprised mainly of those who do not live in and value this neighborhood. My wife works in a volunteer capacity with over 130 elementary school age children that live both south and north of 1740 N. These children cross this street many times a day to go to and from school, church and church activities and to play and visit with friends. She is extremely concerned already about their safety. With a high increase in the traffic load on 1740 N comprised of people from outside the neighborhood who are trying to quickly make their way through our streets to some other destination – the safety of the children and families in this neighborhood are at even greater risk. It seems that those in decision making capacities seem bulldoze their way around how citizens feel by pushing their agendas through in small bits and by small steps. Each step alone, seems innocuous, but one day you wake up and 1740 N has, step by step, become a major thorough fare with a large UTA Trax park-n-ride stop at the west end of it. We feel that there are workable alternatives that will resolve traffic load issues for UVSC, BYU and the University Parkway area while at the same time protecting the integrity of the wonderful neighborhood surrounding 1740 N. If we are forced to choose from among the four options that were presented (A, B, C, or D) we strongly feel that it would be a unanimous voice of the residents of the neighborhoods surrounding 1740 N that options C or D be pursued. We do not support a frontage road system in this area. Thank you for your consideration and attention, Tom and Sheryl Peterson Grandview Hill North Neighborhood</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
395	Email	Robert & Carol Ann	Ridge	Provo	<p>My wife and I attended the meeting on Wednesday at the Westridge Elementary School to gain information concerning the proposals for improving I15 in our area. Please do not mistake vocal for majority. Those who shouted comments about not wanting the frontage road or the connection at 1730 North Provo do not represent our views. We live on 1460 North and are aware of the traffic that goes through our neighborhood on its way up to Orem to get onto the Freeway. While we realize that the traffic on our street and on 1730 North will likely increase, I believe it is a necessary inconvenience in order to allow the citizens of</p>	D-206

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					<p>Provo, including our own neighborhood, the best possible access to I-15. Failure to do something will ultimately cause unacceptable congestion on University Parkway and Center Street. These freeway access points are already heavily used. I believe that the options presented particularly A and B which include the frontage road, are well reasoned approaches to the problem. We will probably work to change some details of the plans presented. I believe that there are some changes to the street patterns in the Grandview area that would improve the overall plan. Provo and Orem Cities would probably have to spearhead these changes as the work moves forward. I would like to congratulate all those who have worked diligently, professionally, and unemotionally for many years to find possible solutions to a problem of too much traffic which probably has no ideal solution. Keep up the good work, and do not be discouraged by a vocal minority who are unwilling to consider anything that might increase traffic on their street. We must all work together and be willing to make small sacrifices for the good of all. Robert and Carol Ann Ridge, 1357 W 1460 N, Provo, UT 84604</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
396	Email	Bradley S	Whittaker	Orem	<p>I strongly agree that I-15 needs to be improved and feel that the I-15 option A improvement plan is the best. Bradley S. Whittaker, Executive Director Commission for Economic Development in Orem (CEDO) 777 S. State St. Orem, UT 84058 Phone No. (801)226-1521 Fax No. (801)2262678 email: bradw@cedo.org</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
397	Email	Neil	Hinckley	Provo	<p>Hi, My name is Neil Hinckley; owner of NK Hinckley Trucking. I am the property owner of lot #202 on map sheets HWY-048A and 048B in Provo, Utah. My legal access is recorded at Provo City Engineering. Through K D Cody excavation property. Lot numbers; 277, 358, and 308 on Sheet: HWY-048A & B. MY Provo City street address is recorded as; 2562 West 1680 North. I am aware that I need to have a legal signed document with Kim Cody to keep my property from being bought out by UDOT. I don't have a problem with that. This is for me to have right of way for access to my property. I don't use the North access any more. My comments are geared towards the frontage road scenario, Plan A or B. My property is located in the newly created; Provo City Freeway Industrial Zone. With residential development creeping up on our west boundary. I would like to see some modification to the engineering of 1680 North, Provo for access. I have been told at the open house that the railroad, doesn't want the public using the crossing at 1680 North(double tracks); to access the</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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398	Email	Joseph	Smith		<p>frontage road (proposed). Thomas Kirkham, Brian Morrell, and my self have a proposal for all engineering parties involved. We are proposing that the single Union Pacific/UTA track crossing be closed, in exchange for access to the frontage collector road. The plus to this would be that the Freeway Industrial Zone, would be separated from the local residential traffic. This access would put our traffic on the Freeway sooner and off of Geneva Road more often. Access to Geneva Road from 1680 North or 2000 North Provo, isn't safe during rush hour times with semi trucks. I.E 18 wheelers. If 1680 North, Provo is dead ended on the single UP/UTA track, the public wouldn't have a need to cross the double UP tracks to the east. I would be happy to have stop sign's on the tracks. The single Union Pacific/UTA track doesn't show up on the top of sheet's 48A and B. A lot of the state and federal people haven't made the distinction of 1740 North on the east side of I-15 is 1680 North on the West side. This has caused confusion on there part of discussion's. Thomas Kirkham and myself, have contacted Provo City Officials to pursue the feasibility of this idea. I can be faxed at 801-375-2206. My cell phone number is; 801-372-7699. Mailing address: Neil Hinckley, P O Box 51343 Provo, Utah, 84605-1343. Thanks for your time. Neil Hinckley</p>	Comment noted
399	Email	Lynda S	Ogden	Provo	<p>I am in favor of this project, we need it badly or we are going to be gridlocked. Thanks Joseph Smith</p> <p>Dear UDOT, I live on 1730 North, at the corner of 1880 West, in Provo. I believe this is already a busy street. I am opposed to the building of a frontage road, or collector system that would guide more traffic into this area. Every street in the neighborhood is a cul-de-sac that has no other outlet than 1730 North. Every child has to cross 1730 North to attend school, church, or visit friends. The large street to the south runs in front of one of the biggest schools(by population) in Provo. People already speed down our street. We have already had a truck crash through our back fence. This is one of the nicest, newest neighborhoods in Provo. I cannot imagine devaluing the homes in this area so severely, when we need to revitalize so many neighborhoods in Provo. A letter was sent several years ago, essentially agreeing to not harm our neighborhood with even more traffic. I would support the upgrading of existing roads, freeways, commercial streets (such as 820 North), use of busses, Trax, etc. Please don't harm lovely, family neighborhoods that are not intended to handle heavy traffic. I will work with my neighborhood to stop increased traffic, if possible to limit existing access to our street as an East-West thoroughfare, and hold our city/state representatives accountable to help us keep all of our Provo neighborhoods strong, safe, and as lovely as they should be. Thank you, Lynda S. Ogden logden@byu.net 1747 N. 1880</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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400	Email	Vaughn R	Pickell	Bluffdale	<p>Thank you for the opportunity to provide comment on the I-15 Corridor DEIS. The project undoubtedly will provide a substantial benefit to the City of Bluffdale and its residents, but I write to inform you of a concern that we have. It appears that the interchange planned at 14600 South (S.R. 140) is a single-point urban interchange (SPUI) with a grade separated structure for exiting and entering traffic to cross. That point has also been planned by the City of Bluffdale and other entities to be the point at which the Bonneville Shoreline Trail would provide access to the western side of the Salt Lake Valley. The City of Bluffdale and many of its residents would appreciate the accommodation of a trail connection from the east to the west side of I-15 at this or a nearby point. Thank you. Vaughn R. Pickell, Esq. Community Development Director</p>	<p>During the public comment period, members of the I-15 team met with officials from Draper and Bluffdale to discuss the comments raised in the Draper City letter. The team will continue to coordinate as design continues. As a result of the meeting, a proposed trail crossing has been developed south of the reconstructed 14600 South interchange. The current design concept for the east frontage road at the point of the mountain includes accommodations for the proposed trail. Further coordination will be needed between UDOT and Draper City regarding the proposed trail as the design progresses. It is anticipated that the desired roadway crossing at 13800 South would be over I-15. Because the proposed crossing would be over I-15 it will not be included as part of this study, as it can be built independently of the I-15 project.</p>
401	Email	Lee	Francis	Provo	<p>The Frontage Road system as presented would most likely bring a greater flow of traffic to the Grandview Neighborhoods. There is school and pedestrian traffic that would be put at risk in this scenario. There will also be an increase of traffic by just the population growth over the next few years. An interchange at 820 North would help the flow of traffic from BYU as well as the general population. This then becomes a battle of which Neighborhoods would be burdened with the increased traffic. There are City Officials that oppose this because it is in their neighborhood. As was stated by same City Officials, change happens. Because they live there should have no bearing on the decision of UDOT. UDOT needs to make their decision with the best interest of the Community in mind. Lee Francis 1548 West 1825 North Provo, Utah 84604</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
402	Email	Russell & Elizabeth	Petersen	Provo	<p>I have been examining the proposed options for freeway reconstruction along Provo Center Street to 800 S in Orem. I like the idea of the SUPI at Provo's Center street, the shifting of 820 N. But I do NOT like the interchange idea at 1740N. I think you are encouraging too much non-residential traffic through a residential neighborhood. The impact on the new homes and neighborhoods in the area would be detrimental. Thanks, Russell & Elizabeth Petersen</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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403	Email	Jason	Daley		<p>My 2 Cents! Has the "Full Cloverleaf" design even been considered, it seems to me that looking at the aerial photos of the interchanges in the I-15 corridor that "Most" of them have enough real estate to allow such a design. The beauty of this design is that no one has to stop, and there are no traffic lights to sit at, and another advantage that falls out of the design is the second chance: if you miss the first ramp to the right, you can simply take three loops in a row to get back on track. You can also used two loops of a cloverleaf to make a safe U-turn. It just seems to me that we don't need any more stop lights to sit at in this area, and even at the single point interchange like at University Avenue you still have to sit and wait a long time for a light, just because it is in the middle doesn't lessen the wait time enough, especially compared to a cloverleaf. I am from Washington State and believe me they have serious traffic there, and they have a few of these cloverleaf's and they are the only interchanges that never get backed up, the one with lights get backed up onto the freeway during rush hour often, and that is extremely dangerous. They have a few but I think they don't have more because they have no room for them, that state is mostly built up right to the edge of the freeway, poor planning! The other beauty of the cloverleaf is it can done in multiple ways with partial cloverleaf's and variations to suit many interchange needs. And if the reason they are not used is because some people suck at merging then don't cause worse traffic by not using the design, teach people how to drive better in drivers education and eliminate the problem at the source, don't change the whole world to fit the stupid if they want to use it then, then let them learn how.</p> <p>Thank You! Jason Daley</p>	Comment noted
404	Email	Dustin	Goldman	Pleasant Grove	Option 1	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
405	Email	Mindy	Brown	Provo	I support option A of the I-15 corridor project.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
406	Email	Jared	Davis	Provo	I lived on Grandview hill for 20 years with my parents but have now moved to south Provo with my wife. Growing up it always seemed strange that we had to travel so far South or North to get onto I-15. Five years ago I was informed that there was discussion of building an entrance and exit point for I-15 closer to Grandview hill, and I am now glad to see things in	June 2008

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					progress to accomplish this demand. The addition of 800 South to be a full interchange will be a great improvement for access to UVSC, and creating an interchange at Provo's Center street that is similar to University Parkway's will help congestion immensely, and fix a much needed problem with the old bridges that are present. I am also very pleased with the multiple access points at 820 North, 2000 South, and 1730 North that are being considered. By creating these changes I will be greatly helped even though I live in South East Provo. When I visit my family and friends located on Grandview hill, my travel time will be reduced immensely being able to get on I-15 at the East Bay interchange and exiting right onto the hill instead of having to travel through the center of the City. As a Provo City resident I strongly agree with, and approve the Option A proposal for the necessary improvements to take place on I-15. Thank you, Jared Davis 394 S. 1350 E. Provo, Utah 84606	at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
407	Email	Cory	Hafen	Provo	I am very against any plans of frontage roads in the Grandview Areas of Provo (Where I live). This would destroy our residential neighborhoods. City planners of Orem and Provo seem to want to spread the traffic more evenly through the city which makes sense only on a logistical level. They certainly are not taking into account people, children, schools, neighborhoods, home values etc. Please keep this additional traffic load on the commercial areas where it now exists and keep the traffic out of our residential neighborhoods and away from our children, families, homes, parks and schools. Please be willing to listen to the people this affects. Thank You Cory Hafen 1601 W 1400 N Provo, Utah 84604 801-375-5044	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
408	Email	Tracey	Christensen	Orem	We do not approve of the proposal to put I15 through the Grandview neighborhood. This is a well-established area and would greatly affect the quality and atmosphere of our neighborhood. Not to mention the safety of our children walking to and from school. We don't need an exit here, and do not approve of the expenditure to do so. Tracey Christensen	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
409	Email	Karen	Weeks	Provo	I attended the meeting on Wednesday, January 9 and would like to make the following comments: 1. I strongly oppose a Frontage Road system (Proposal A and Proposal B), as it would increase the traffic in our residential neighborhoods. Grandview has been a quiet neighborhood and has had the appeal as always being a nice place to live. The Frontage Road would increase speeds on the streets that our children cross to go to school and increase noise levels.. 2. I think a Provo Freeway Interchange	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include

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					at 820 North in Provo would be a great addition to the proposals that UDOT is considering. Why did we not see this as an option? We were told that it would be impossible to accomplish this, yet an additional exit at 800 South in Orem seems more difficult to accomplish. Note: Orem already has 4 exits, and adding 800 South would just make a 5th exit in Orem, still leaving Provo with 2 exits and both exits are on the South end of town, giving no options to get to the East side of Provo unless you take the Orem exits. 3. I think that Proposal C is the best option, with making some additional changes to University Parkway. I think that the corner where McDonald's and Subway are, connecting University Parkway to Sandhill Road, needs to be taken out and revamped (as to not have a sharp turn just as people turn onto Sandhill Rd). Karen Weeks 1390 N 1450 W Provo, UT 84604	frontage roads or an Orem 800 South interchange.
410	Email	Carmelle	Kelemen		I do understand the need for improvements made to transportation in Utah County. I liked the proposals with respect to the widening and reconstruction of I-15, especially the improvements to be made at the University Parkway exit helping to accommodate UVSC traffic. I worry about a frontage road, and would discourage that endeavor. I am in favor of Provo/Orem Option A or B, providing there is sufficient funding to take on the project. Carmelle Kelemen	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
411	Email	Mark	Elliott	Saratoga Springs	I am writing in support of Option A of the Utah County I-15 expansion outlined in the DEIs. Our community needs this expansion in order to maintain growth and meet needs in our community. Mark Elliott 2-197 Hawthorne Street Saratoga Springs, UT 84043 (801) 592-8240 mark@kotm.org	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
412	Email	Taylor	Oldroyd		Transportation funding is vital to the future economic viability of Utah County. I add my voice to the many others that support I-15 improvements and expansion in Utah County. I support the united voice of Mayor Billings and Mayor Washburn for option A. It is time to act for Utah County's future. Thank you. Taylor Oldroyd Chief Executive Officer Utah County Association of REALTORS Phone 801-226-3777	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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413	Email	Dan	Ellertson		I support OPTION A! Please let me know what else I can do to make it happen. Thanks, Dan Ellertson	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
414	Email	Jon	Aldrich Jr	Orem	I absolutely endorse option A in the plan to make improvements to I-15. We need it for the future growth of the area. Sincerely, Jon Aldrich Jr. Mortgage Consultant Office- 801.226.7456	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
415	Email	Mikki	Platt		Voting for option A	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
416	Email	Becky	Simons	Provo	I wish to comment on the I-15 corridor project in Utah County, specifically concerning the off ramps in Provo. I completely oppose any connections to the freeway or to the connector (frontage) roads at 1730/40 N. Provo. This will bring increased traffic into a neighborhood with many children and schools. This is a street that children are crossing constantly. At peak traffic periods traffic would be re-routed through our neighborhood in order to avoid the current congested routes. Our street, 1730 N., was designed to be a collector street only for our local neighborhood and not as a route for the whole city to use. When we purchased our properties this was our understanding. I could support Option B if 1730 N. did not connect into the frontage road or freeway, otherwise I would support Option C. The next street over from 1730 which will most defiantly be utilized by these drivers, passes directly in front of what is the largest elementary school in the city with enrollment of over 840 students. It is projected that next year	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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					<p>all students on Grandview Hill , attending Westridge will be required to walk. There will be no bus service provided by Provo SD on the Grandview Hill. These children will be walking along side of and crossing 1720N and/or 1730 N. I would think the safety of these children would be reason enough to stop any consideration of a feeder exit at 1740 N. Additionally 1730 N. is constructed with many cul-de-sacs coming off of it. This means that any children leaving their homes for school, church or to visit friends are required to exit out on 1730 N. In the last six months we have seen two cars lose control at the round-a-bout and crash into the center of the round-a-bout or take out trees in the neighbor's yard. The last thing we need is to increase the traffic on this street—we already have enough problems. We are concerned that BYU comes directly down and connects into Columbia Lane which then feeds into our street. When the other arteries are crowded this would then become a logical choice for BYU Students, faculty, and visitors to use to avoid the traffic congestion. Please reconsider taking 1730 off the connection. Please reconsider an interchange at 800 N. Thank you. Becky Simons 1731 W. 1730 N. Provo, UT 84604 (801) 818-2787</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
417	Email	Tim and Shawna	Miller	Provo	<p>We adamantly opposed a frontage road and any type of exits at 820 North. We realize that this seems like the obvious place to put on but we do not want a frontage road that really is just extended freeway exits near our neighborhoods. Reasons given for these roads/exports were that it would take the traffic out of our neighborhoods. We do not believe that to be true as we have watched this happen to other areas. Once people realize that there is a way to the freeway, it increased traffic through these neighborhoods as people cut across them to get to the access points. Part of the reason that the Grandview area has stayed a desirable place to live over time is that it is a quiet area that is reasonably away from heavy traffic. Putting these additions on either end of the area would destroy this. We are more than willing to drive further to get onto the freeway than to have these put in our neighborhoods. We don't mind if those of us who live there cut through our own neighborhoods since we purchased our homes knowing the current level of traffic was there. We don't want that to increase. Please improve access to Provo by improving the Center Street exports and not putting anymore exits in or around Grandview Hill.</p> <p>Tim and Shawna Miller</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover</p>
418	Email	Larry	Neal	Provo	<p>Proposals A and B are unacceptable and must not be approved. The increased traffic flow through these residential areas will adversely effect the lives of all those living in these neighborhoods. Property values will be compromised and diminished, increased risk to families and children's safety will occur in the neighborhoods and surrounding schools, and the</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover</p>

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					quality of life in our neighborhoods will be diminished. Both Proposals A and B are extremely displeasing proposals to submit for consideration by those living in the 1740 N, Provo and 2000 South, Orem area neighborhoods. Similar proposals have already been turned down. The planners of the I-15 Corridor should be responsible in respecting that fact and should not have confronted us again with similar proposals. On August 28, 2001, Provo's Mayor Billings in writing stated, ³ Given the strength of recommendations from our City Engineering staff, if Orem City will agree with us to this end, we are now prepared to formally end any further discussions or considerations of an additional interchange at 1740 North or 2000 North, now or in the future. ² The message and point is don't funnel or increase traffic through our family neighborhoods in Grandview to get traffic across town! Don't destroy and devalue our homes and neighborhoods or increase the risk of potential harm to our children. Find another solution and don't approve Proposal A or B.	at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
419	Email	Jason	Salmon	Provo	I am sure you have received hundreds of emails opposing the I15 project in Provo near the Grandview area. I need to add my voice to others in strongly opposing this project. I live on 1460 North in Provo and have small children. I worry every day with our current traffic levels, about the safety of my children. I do not want to see an increase of traffic and I believe the estimates are low. Please do not proceed with this project. This will hurt the Grandview area. Jason Salmon, Salmon Insurance, LLC Auto, Home, Business, Life & Health Office (801) 223-3200 Mobile (801) 592-5136	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
420	Email	Angi	Hirsche	Provo	I appreciate the meeting. I have two comments: 1. I strongly oppose a Frontage Road system (Both Proposal A and Proposal B), as it would increase the traffic in our residential neighborhoods by at least 50%. Proposal C would be my preference. 2. I would very much like to see a Provo Freeway Interchange at 820 North in Provo, to relieve the pressure from the Orem exits. I understand that UDOT is also in favor of this, but that we have city political pressure against it. Angi Hirsche 1745 North 1820 West Provo, UT 84604	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
421	Email	David	Hoyt	Lehi	I am opposed to the proposed 2100 North Freeway in Lehi. This freeway would have to big of effect on property values to all the surrounding homes. A better alternative would be to connect it to the proposed 285 interchange. David Hoyt 2445 W 2150 N Lehi, UT 84043	This comment refers to the Mountain View Corridor project and has been forwarded to that team.
422	Email	Laura & John	Salzman	Provo	First, let me say thank you for the effort put into this work. I writing regarding the frontage road proposal between 800 North in Provo and University Parkway. I live on 1700 North (which becomes 1730 North). I	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in

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					<p>am completely OPPOSED to this idea. Provo has its traffic problems, but this is nothing more than a bandaid idea. A LONG term solution needs to be worked out and not ideas that residential neighbors have to learn to live with. This will destroy this neighborhood and not really solve the problems in Provo. A better alternative would be an access at 820 North, which is already partially commercial. Granted a Provo City Official is opposed to it (because he lives near 820 North) and has the attitude of Not in my Backyard. 820 North goes from Geneva road clear across Provo to 900 East. There is NO legitimate reason to not use this road. In addition, access to I15 from 820 North would be advantageous to Utah Valley Hospital. It would also provide access for the west side residents as well. Please redo the study for this area and leave our residential neighborhood ALONE! thank you. John Salzman</p>	<p>The Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
423	Email	Dakota	Alfred	American Fork	<p>In regard to the American Fork Main Street interchange that is part of the I-15 Widening and Reconstruction project; my family prefers Option A or Option C. Option A or Option C would place the connector road for this interchange north of our working family farm and would allow the farm to continue operations with minimal impact, while allowing UDOT to serve the transportation needs of the community. We oppose Option B, it would have significant negative impacts to our family farm, which include:</p> <ul style="list-style-type: none"> •Splitting the farm into two separate sections which would force the movement of farm equipment onto the connector road in order to access the separate sections of the farm. •Disrupt an Agricultural Protection Area that has existed for 10 years. •Reduce and eliminate access to homes and fields. •Disrupt the farms irrigation system, by making it impossible to irrigate. Much of the irrigation system, including ditches, weirs and water rights were court adjudicated and court ordered. •Disrupt the improvements made to the natural drainage in this area, which would block the natural flow of ground water greatly altering an already high ground water level. Changes to the drainage and ground water levels would make the area unfavorable to farming. •Existing Estate Tax Penalties that would be imposed by the IRS if a portion of the farm becomes part of the potential connector road. •Other unforeseen problems that may arise by mixing a major road in the middle of farming operations. <p>As a family we understand the need for transportation improvements in this area and we hope that UDOT can see the need and value of maintaining our family farm. This farm has been in operation by our family since 1920 and the sixth generation is now living on the farm. Our family has no intention of selling or developing our farm, and as growth continues in this area, we see our farm as continuing to be a valuable area of open space for many years to come. Our family is very appreciative for the time UDOT has</p>	

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424	Email	Peter N.	Mitchell,	Provo	As a business owner and member of the Provo/Orem Chamber of Commerce, I strongly support the I -15 Option A project. Best Regards, Peter N. Mitchell, E.A.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
426	Email	Julie	Gunderson		Please do not put the frontage system connection to 1740 w. in Provo. This will dramatically increase traffic in a very residential area. This area is full of young kids. Julie Gunderson	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
427	Email	Matt	Staker	Provo	After attending the neighborhood meetings at Grandview Elementary, several questions of mine were answered. A few concerns still remain unresolved. One is the added infiltration of cars to residential neighborhoods. I'd like to see a census, but I believe there are more kids per square mile in the Grandview area than any other area in Utah. So making an off ramp/frontage road that connects to 1730 N. Provo is a fatal decision. Possibly a better solution would be to make an off ramp to 820 N. and 2000 S. The best solution would be at the 820 N. because off the freeway it is zoned commercial already. Then traffic would disperse and dissolve upon approaching any neighborhoods. 2000 S. off ramp would be the next best bet because it has commercial also although not as much as 820 N. The worst possible option would be to have it connect to 1730 N. because of all the homes and kids. You say Union Pacific won't allow additional crossing over tracks. The lesser evil here is to cross the tracks not cross the neighborhoods. Far less risk in crossing 2 close tracks than crossing miles of neighborhoods. In addition, 1730 N. is too close to 2000 S. for the off ramp to make sense. Why not have a connection to 2000 S. Orem and 820 N. Provo. These coordinates are far enough apart to make the most sense. I'm still confused why we even need the off ramps; since most traffic is going to BYU, UVU, and downtown Provo. All	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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428	Email	Richard	King	Provo	I live in Grandview in Provo. I have listed to the arguments for all of the options reviewed Wednesday night at Westridge elementary. Options A & B don't really solve anything, they just push the traffic issues further out and will eventually lead to an interchange. 820 N is a natural place for an interchange as it is already as a major route between east and west Provo. I recommend options C or D. Richard King, Grandview Resident	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
429	Email	Joseph	Cotton	Provo	I wish to comment on the I-15 corridor project in Utah County, specifically concerning the off ramps in Provo. I completely oppose any connections to the freeway or to the connector (frontage) roads at 1730/40 N. Provo. This will bring increased traffic into a neighborhood with many children and schools. This is a street that children are crossing constantly. It is an area that was zoned for residential dwellings only. At peak traffic periods traffic would be re-routed through this neighborhood in order to avoid the current congested routes. 1730 N. was designed to be a collector street only for our local neighborhood and not as a route for the whole city to use. When properties were purchased ties this was the understanding. I could support Option B if 1730 N. did not connect into the frontage road or freeway, otherwise I would support Option C.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
430	Email	Rebecca	Robertson	Orem	As a current Orem resident, and born and raised in Provo, I have to say that I am AGAINST the plans being considered for freeway connectivity to 1700 N in Provo. The neighborhoods are full of young families and children who will have to cross the busy street constantly. These children and their families are used to a neighborhood-like feel and many moved into the neighborhood for such a feeling of security. With a busy road coming through it will destroy that security and cause more accidents. Please do not take away the sweet neighborhood and peace of mind of all those who live in it. It's a wonderful place, and is loved by those who reside in it and simply drive past it. A busy road would ruin the safe haven all have come to love and enjoy, and have worked so hard to keep it in the serene state that it is. Thank you.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
431	Email	Douglas N	Rich	Provo	This week I became aware of the proposed plan to have connector roads go through the Grandview Hill neighborhoods to I-15. As you are probably well aware, a similar plan was considered about six years ago, with the overwhelming response of the residents being that it would do significant damage to the neighborhoods involved, reducing both the safety of the	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout.

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					<p>children who live along the routes and the property values. Mayor Billings' comment at the conclusion of that meeting was to the effect that they would look to other alternatives, as Provo does not want to damage one of the nicest areas in the city. As I understand it, the currently favored options, A and B, would have a frontage road along the freeway with connectors along 1740 North in Provo and 2000 South in Orem. Clearly the connector streets would have a major increase in traffic, as people travel from the BYU campus and the east side neighborhoods to and from I-15. I realize that overall traffic is a problem and that planners need to look to the future, but to cut through the center of a very nice neighborhood like the one affected by this plan makes no sense to me. I understand that there are plans C and D which would not do this kind of damage. Please choose one of those instead. Thank you for your consideration.</p> <p>Douglas N. Rich, Grandview Hill Resident</p>	<p>at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
432	Email	Brigham and Julie	Young	Orem	<p>To City of Orem My husband and I are residents of Orem and live at 485 West on 800 South. We have attended all the meetings that we have been informed about as to the possible changes that are being proposed for our street. My husband and I moved to Orem about three years ago with the intent of making this our last move before retirement. We were impressed by the quality of neighbors and the tidiness of the yards and have invested most of our life savings into improvements into our home, which we had expected would be our forever' home. We are very disappointed, to the point of being upset, about the options that are planned for 800 South, which will add, at the very minimum, increased traffic flow to where it will be become a danger to children and residents, decrease property values, and an over-all decrease in quality of life. Even at this time, with the university traffic, 800 south can become very busy and with the proposals that are on the table, we can't imagine what it will be like when they are completed. We believe that one solution would be to dead end 800 south where it meets the edge of the campus. This would provide needed access to the campus fro I-15 but would protect neighborhoods from increased traffic flow from coming into residential areas. I know that a number of our neighbors would be happy to see that happen, also. My husband mentioned, at the last meeting, that we know that some people will have to sacrifice when change becomes necessary and lose through such proposals, but we do not think it's fair that we should be stuck with deflated property values and a decreased quality of life without, at minimum, the necessary compensation to relocate, if necessary. to at least sustain an equal quality of life. We, of course, do not want to move, but we are afraid that our voices are so small that they will not be heard and we hope that you will be sensitive and fair to those who</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					are struggling to accept the proposals that are being made. We have considered putting our home up for sale, but even now, with the word out with these proposals, we do not think we could get a fair price for our home. We are also upset that we feel that there has been very little notification of meetings to get more concerned neighbors informed and involved. It appears Provo has been successful in defeating similar proposals that affect their neighborhood and wonder if we have been adequately informed as we're sure our neighbors would come out in force, too, if they were aware. We DO feel that an exit at 820 north in Provo would be ideal, as it would not have such a great impact on Provo. Thank you for listening. Sincerely, concerned community residents, Brigham and Julie Young	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
433	Email	Kristen	Lesa		We have gone over the a-d choices of extending roads in Provo/Orem. Are these choices going to be legitimate in 5 years, or are we going to need to add more freeway exits other than 800 S Orem, anyway? Since future growth is going to merit more freeway exits, I propose adding exits at 800 S in Orem, and 800 N in Provo, and forget the frontage road. Thanks- Kristen Lesa	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
434	Email	Kathryn	Isaak		As a resident of Utah County, I am well aware of the traffic congestion problems, especially the traffic jams on I-15. However, the proposal for a frontage road connecting to 2000 South in Orem and 1740 North in Provo seems to create far more problems than it will solve. These are exclusively residential areas, and areas with public schools. Bringing freeway traffic directly into these neighborhoods would create a serious danger for schoolchildren and neighborhood children, and would send high-volume traffic through areas designed to be quiet, residential areas. An interchange at 820 North seems to make far more sense since the road is already wider and there are businesses along that route, although some residential neighborhoods would still be affected. Please don't add to the traffic congestion of multiple neighborhoods in an effort to ease the congestion on I-15. I urge you to make a sensible and responsible decision that preserves the safety and quality of Provo and Orem neighborhoods. Kathryn L. Isaak	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover
435	Email	Morris J. and Jackie A	Robins	Provo	Thank you for your presentation of I-15 corridor options at our Grandview neighborhood meeting on January 9, 2008. Models computed by your software probably give reasonable estimates of traffic flow and efficiency with different input options. However, they do not consider the quality of life and child safety aspects that are the most important human concerns in	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover

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					<p>our well-established, extended neighborhood. The expanded Grandview area has become nearly saturated with respect to building new dwellings. Therefore, our increased contribution to traffic flow will be minimal. In contrast, developments on the west side of the I-15 corridor can be anticipated to produce major additional traffic contributions. Also, traffic flow from the BYU area and east Provo can realistically be expected to double the usage of 1730 North if it becomes a viable feeder access to the proposed frontage road system. Computer projections of traffic flow increases from 6000+ to 9000+ are very significant. Such projections seriously underestimate the actual increase in traffic flow once it becomes known that 1730 North represents an efficient access path to I-15 in both the north and south directions for BYU students and personnel as well as other commuters in the east Provo region. Because the goal for connection of I-15 North to the frontage road systems is increased efficiency of traffic flow, the residents of the expanded Grandview neighborhood cannot expect sympathy for installation of effective means for reduced speed control. Thus, the overall effect will almost certainly be effective doubling of traffic flow at increased average speeds. This clearly will result in a diminished quality of life for a large well established neighborhood and decreased safety for a large number of children who walk or are bussed to school. The same considerations of enhanced traffic flow would apply to 1460 North, on which is located a major elementary school. Additional important considerations are the negative effects of condemnation (relocation) of private residences and destruction of environmentally important wetlands. Options A and B project destruction of some 9 additional acres of rapidly disappearing wetlands for the convenience of speed-efficient drivers. For the above reasons, we strongly oppose Options A & B as presented on 1/09/08. We hope that these issues can be resolved by compromise and cooperation. We do not wish to see progress and improvements impeded by acrimonious legal actions, but any proposal that involves significantly increased traffic flow and speed on 1460 North and/or 1740 North will be met with any and all options available to a pleasant, well-established neighborhood threatened by an insensitive regional traffic plan. Sincerely, Morris J. and Jackie A. Robins 1831 N. 2050 W. Provo, UT 84604-1126</p>	<p>at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
436	Email	Cynthia	Frazier	Provo	<p>In looking at the i'15 proposals I favor option D the most for these reasons: University Parkway will be reconfigured to make access to UVSC better but especially the Center Street Provo freeway interchange will be revamped. Since this area of Provo looks seedy and uncared for, improving the area with a more efficient interchange will attract new business and provide a suitable and safer way to get into Provo. I use this</p>	<p>The Preferred Alternative is Alternative 4: '15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a</p>

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					<p>intersection often and always feel uncomfortable exiting the freeway to go west. I don't like crossing a lane to exit as people in the same lane are coming up to enter the freeway. I think that cloverleaf on/off ramps waste a lot of space and are dangerous. Then, when I am ready to go West on Center, I have to avoid traffic coming off the bridge on my left and then get in the correct lane (and there is only one) to go West to Geneva Road. The Center Street Provo interchange could be (and I hope will be) a much more efficient, safe, and attractive gateway to one of the nicest cities in Utah. Comments about the frontage road between 800 North Provo and University Parkway. I don't think that frontage roads are necessary between 800 North Provo and University Parkway. The reason I don't think they are necessary is because they would parallel Geneva Road on the West of the freeway and Sandhill road on the East of the Freeway. Provo is going to hook Sandhill road to Independence in the near future which will continue that parallel road South. These two roads already give people access to University Parkway. I definitely don't approve of a frontage road access on or off at 1740 north in Provo. Having lived , at one time, for 25 years on a once quiet street that became access to University Parkway, I feel for the people who live in North Grandview, a neighborhood worth preserving. If it was decided that frontage roads were necessary, and I don't think they are, 800 North in Provo (a neighborhood that has already been ruined by heavy traffic would be the place to have access). Have you driven down 800 north lately? People don't want to live on a busy street and it shows. They begin by selling their property, or keeping it as a rental. Fewer and fewer of the homes on 800 North look cared for. This is the street that should be widened for traffic growth in the future thus allowing people to relocate. Thank you for allowing me to comment. Cynthia Frazier 656 W 950 N Provo 374-5952</p>	<p>roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
437	Email	Su	Swogger	Provo	<p>I would like to know where our elected officials stand on the issue of the impact the I-15 reconstruction will have on the Grandview neighborhoods. When they were running for election this is one of the issues that I researched and called their campaigns to find out if they would protect our neighborhoods. I was guaranteed they would not allow a negative impact on our neighborhoods. They need to be accountable to their constituents. I do not live on the street that will have such a great negative impact, but I feel strongly about living in a city that preserves the integrity of neighborhoods, home property values, sense of community, sound planning, safety of families, and being able to have a feeling of trust for elected, appointed, or hired officials and planners. I do not need to itemize all the negative impacts this will have on a desirable area of Provo. I am</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					<p>sure you are aware of them all. Increased traffic should be confined to those areas that expect it, not to neighborhoods where people built their homes and future expecting a peaceful and safe place to live. I think the option of increased lanes on University Parkway, with modifications to the freeway exchange by UVSC would keep traffic from strictly residential areas and place it in a business area that desires the increased traffic. Please preserve the neighborhoods of Provo that are strictly residential. The residents of this city deserve to know that when they have carefully picked out a neighborhood to live in, the quality and integrity of where they choose will be safeguarded by their elected, appointed or hired officials.</p>	
438	Email	Matt & Sarah	Staker	Provo	<p>etc., as it would likely become the preferred route because it is the most direct. During peak traffic periods and/or when many out-of-city visitors come to Provo for various events, there is no doubt much traffic would be re-routed through our neighborhood in order to avoid other already congested arterial routes. I can see the need for another Freeway Ramp, but feel the currently proposed plans show a poor choice of location. 820 North is a more logical and natural choice. It is shown as an arterial road on the city Master plan and is already a wider thoroughfare with traffic lights, higher speed limits, a traffic-regulating round-a-bout and an underpass. The west-end, nearer the freeway, is almost all commercially-zoned, there are fewer homes directly along and facing this street, and no public Elementary School in close proximity. Thus, many less families and children would be affected as a result of constructing a ramp here. As a neighborhood, we have been told in Public Meetings that the reasons for not constructing a ramp on 820 North has to do with Federal Regulations restricting a ramp in such close proximity to the Center Street Ramp. After having researched into it and speaking with several UDOT authorities, we have learned that THERE IS NO SUCH RESTRICTION! We have also been told that the 820 North Ramp was vetoed because of UDOT's hesitancy based on too many engineering concerns and inevitable traffic flow issues. Again, after checking further, UDOT has voiced no such concern, but rather their support of an interchange on 820 North. Their many studies have shown NO SERIOUS ENGINEERING CONCERNS that could not be overcome. One of their representatives stated that it was Provo City who voiced opposition to a ramp there. We have also learned that a Provo City Engineer, Nick Jones, and several other prominent city council members and employees live near 820 North. Could this possibly be the reason that the ramp, in its natural and more logical location, was vetoed and is now being proposed in a less desirable location? If so, I voice my utter disappointment that</p>	

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					elected officials and other trusted city employees would put their own private interests above those of the city they represent, and would make a political decisions without considering the long-term adverse effects. I urge you to reconsider an interchange at 820 North and am confident that there are many who support the necessity of it. I also reiterate my strong opposition of any plan to increase any non-local traffic flow through any residential development. I particularly oppose this one because it is my own neighborhood and will directly affect my family and the safety of my young children. Thank you for your serious reconsideration~ Sara Staker	
439	Email	William A	Lamb	Provo	I would like you to know that I am very interested in the frontage road being put in along the freeway. I know that many of the people didn't want the entrance to the frontage road at 1730N, but I feel it would be a great thing. It seems like everyone wants progress, but no one wants it in their back yard. I feel that even though I live in this area, this would be a good thing for moving traffic through our area.. We need a different alternative than going up Main street in Orem or on Sand Hill Road to get to the freeway. The frontage road would allow us to get to the freeway north without going through the busy intersection at UVSC. It would also be a great advantage to going south on the freeway. Being able to directly enter the freeway going south from the frontage road rather than going all the way to Geneva Road and then around to center street, or going through 8th West to Center and then over the viaduct, would be a great advantage to us here in the area. Please register my vote for a yes on the frontage road....I think that is either option A or B. I hope you will consider that most people who are in favor will probably not contact you, while those that are opposed will. I know that many of my neighbors would like this to take place even though many of them will not write. Thanks for your time. William A. Lamb 890 N 1350 West Provo	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
440	Email	Eli & Michelle	Escamilla	Provo	Increased growth & traffic is going to continue in this area. The Frontage road system proposed in options A & B will help to alleviate the congestion that will come with the growth. My husband & I support either one of the options mentioned above. Eli & Michelle Escamilla 1480 Jordan Ave. Provo, UT 84604	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
441	Email	V Jordan	Tanner	Provo	As a former legislator (1991-2000) Representing District 63 in Provo I was concerned with much of the public response to options presented by UDOT at a neighborhood meeting held in Provo on January 9. UDOT	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in

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					<p>offered some well thought out alternatives that address the needs of Provo, Orem and other to be impacted communities in UT County. With very significant growth projections in UT County population all communities in the county will be impacted and need to step up to the plate and recognize that with increasing number of vehicles on UT County highways and roads, all communities need to share in absorbing the increase. UDOT, working with Provo, Orem and other community engineers in UT County, should move ahead with:</p> <ol style="list-style-type: none"> Putting emphasis on COMMUTER RAIL lines between Payson and SLC at the earliest possible date. Build FRONTAGE ROADS on both the east and west sides of an expanded and improved I-15 corridor through UT County. Link 1730 North in Provo to the frontage road. This is essential to be able to take traffic off of Orem's Main Street and put it on the frontage road. <p>I strongly disagree with residents in my Grandview neighborhood who feel that 1730 North should not share some of the increased traffic that will come to UT County through increased population growth. All streets will be impacted and 1730 North should be expected to carry some of the increased traffic which is inevitable.</p> <p>BYU students are more likely to use 820 North in Provo to gain access to frontage roads and I-15 than they are to use 1730 North.</p> <p>PROVO AND OREM AND OTHER COMMUNITIES IN UT COUNTY MUST HAVE COMMUTER RAIL AND A REBUILD OF I-15 AS SOON AS POSSIBLE. I WOULD HOPE THAT THE TRANSPORTATION COMMITTEE OF THE UT LEGISLATURE WOULD MOVE IT UP TO THE TOP OF THEIR PRIORITY LIST. THANKS FOR ALL THE FINE WORK UDOT HAS DONE IN BRINGING SOME SOLID SOLUTIONS TO THE TRANSPORTATION NEEDS OF UTAH COUNTY. COMMUTER RAIL IS A HUGE PRIORITY AND SO ARE EAST AND WEST FRONTAGE ROADS.</p> <p>Sincerely, V Jordan Tanner 1929 No. 1420 West Provo, UT 84604-1135</p>	<p>These options include the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
442	Email	Joe	Matthews	Provo	<p>As a 25 year resident of the Grandview area in Provo, I would like to express my sincere doubts as to the feasibility of running a connector route along side I-15 as proposed in plans A and B. This will have definite affect on the families that are living in those neighborhoods. Presently, over 500 children attend Westridge Elementary School. This increased traffic going by or near that elementary school would create a very dangerous situation. Please consider the homeowners and families that live in these neighbors and how badly the increased traffic would affect them. I also believe that University Parkway is probably as busy now as it ever will be in the future. With BYU capping its enrollment, and no apparent plans to increase enrollment, then the traffic patterns we see now will probably exist for some time. Personally, I can live with the present congestion on University</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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				Parkway	<p>I urge you to consider only the options C or D. Thanks you for your time.</p> <p>-- Joe Matthews 306 MCKB McKay School of Education Educational Leadership and Foundations Brigham Young University Provo, UT 84602</p>	
443	Email	Ross	Schofield	Provo	<p>As a resident of the Grandview Hill area in Provo I wish to give my opinion regarding the four options between Provo Center Street and the University Parkway interchange. My choice would be against the frontage road options A & B. I would be in favor of the either option C or D, but leaning toward the option with the flyover at University Pkwy in Orem. The Provo city neighborhood's between 500 West and I15 are not designed to handle the increased traffic that the frontage roads would bring. The frontage road plan would increase the East West traffic greatly through our neighborhoods. As a 41 year resident of Provo & living 23 of those years on the East side of Provo near BYU, my humble opinion is that people will take the easiest - most direct route to I15. Thus right through our neighborhood to access the frontage road system. Please don't penalize our neighborhood for the lack of adequate roads for East West traffic in the Provo/Orem area. As employees of the State of Utah, you have the responsibility to make sure that the decisions your make will include Safety for the citizens of Utah. The frontage road options will increase the traffic in these residential neighborhoods to a degree that will be unsafe to the public. My vote is a strong vote against options A & B. Thanks for taking time to listen to my concerns. Ross Schofield</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
444	Email	Thane	Hillestad		<p>Spend our tax money wisely; diverting freeway (high-speed) traffic through residential neighborhoods is not smart. Use the money to improve existing freeway accesses. Options A & B will have the greatest impact on residential neighborhoods and will cost the most. A better use of tax money is to improve existing freeway accesses to take advantage of recent improvements to Geneva and Sandhill Roads. Improving freeway access is only a small part of the current/future transportation needs. The real problem with the system is insufficient capacity, too few lanes causes more traffic congestion than access issues. As the freeway system becomes less efficient at moving traffic, the traffic will use alternate routes. This diversion of traffic from our designated corridors results in more congestion in our city streets and residential neighborhoods. We could have freeway accesses every block but that will not solve the issues, we need to look at increasing capacity through additional lanes or creating additional corridors. Of the four options presented, option C addresses the issues with the least impact on residential neighborhoods. Option D is OK, but the flyover should have direct access to UVSC if your goal is to increase traffic flow at access points. Thane Hillestad</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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445	Email	Mel	Smith	Provo	<p>I attended the town meeting at Westridge Elementary the other night and one of the main concerns I came back with was that by creating the frontage road system between Center Street in Provo and University Parkway, traffic through the Grandview area will increase significantly more than if the system were not constructed. While I'm certainly sensitive to the need for creating ways to significantly improve traffic flow for the future, I wonder if the better approach might be to increase the capacity of roads such as University Parkway, Center Street in Orem and 800 North in Orem. It seems to me that if we concentrated our efforts on the expansion of these roads (as well as north/south roads such as University Ave, State Street, etc.) we'd have less traffic through residential neighborhoods. Since Trax is going to extend light rail to Utah county, it makes sense to consider light rail or beefed up bus service on these and other major roads to make the I-15 light rail more attractive. For example, a light rail line down University Parkway from I-15 to the BYU campus would most likely have great ridership. This approach could have a major impact on daily traffic as well as traffic on athletic event days. While I obviously don't understand all of the traffic issues in our area, generally I would favor this approach over frontage roads that would increase traffic in residential areas.</p> <p>Mel</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
446	Email	David & Natalie	Tanner	Provo	<p>I attended the public meeting held at Westridge School in Provo on Wed. Jan. 9th. I also attended public meetings several years ago when consideration was given to a freeway interchange in the vicinity of 1740 N. I am opposed to the proposals A & C that include the frontage road option. In my opinion the frontage road proposals are only slight modifications of the interchange that was almost universally opposed by our neighborhood in the past. Your studies indicate a dramatic (nearly 50% as 'recall') increase in traffic through our residential neighborhood. Provo City wants to create east / west traffic flows but that is accomplished much more effectively on 820 North which already has direct access in the area of Utah Valley Regional Medical Center and BYU and has less impact because of the amount of existing commercial development.</p> <p>Sincerely,</p> <p>David & Natalie Tanner 1681 N. 2000 W. Provo, UT</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
447	Email	Rick & Nena	Maw	Provo	<p>I attended the meeting held at Westridge Elementary on Wednesday, January 9 to learn more about the I-15 project. I oppose the construction of a frontage road proposed in Options A & B. I don't understand why you would try to reduce traffic from University Parkway, which is designed to handle traffic and does not contain residential communities, and divert the traffic down a frontage road and through Residential neighborhoods. There is no reason to increase capacity for traffic through the Grandview neighborhoods. The areas are built out and the roads in place are</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South</p>

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					sufficient for local traffic. The increase in capacity through Grandview would be occupied by people using it as an alternate to bypass University Parkway to get to BYU and other areas of Provo and it would do nothing for the Grandview neighborhoods besides increase the danger for our children who play in the neighborhoods. I ask that you reconsider your decisions and come up with the option that funnels through roads that are Not residential and keep our residential neighborhoods safe. Sincerely, Rick Maw- Grandview Resident	Interchange.
448	Email	Jeremy	Robertson		I was just looking at the plans for a frontage road for I-15 from University Parkway to Center street, and I understand that public comments are welcome. The concern that I have is the connection to Sandhill road and from there to 1730/1700 North. I believe that this connection would cause too much increased traffic through that neighborhood (particularly traffic going to and from BYU). I do not want a frontage road to be built, or at the very least, I do not want a connection at Sandhill road. The convenience added to the neighborhood in that area is very small, since Sandhill road is already available to local residence as a road to I-15. On your site: http://www.udot.utah.gov/i15utahcounty/flash/UTCmain.php , you show 4 options: two with a frontage road, and two without. I would ask you to use one of the options without a frontage road (Option C or D). Thank you.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
449	Email	Elizabeth (Liz)	Sowards	Provo	If the frontage road that you are proposing to build in Provo is similar to the off ramp that currently exists between 9th and 21st south in Salt Lake City, then your term frontage road is deceitful. What it really should be called is an extended freeway off ramp. You are using that term to deceive. That would totally annihilate our neighborhood. I can't believe that you would even consider doing that. Let's drop a frontage road in your neighborhood.	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
450	Email	Richard	Crookston		I support proposed plan D for the stretch of I-15 between Provo Center Street and University Parkway. I would NOT like to see a frontage road system put in, but do support the reconstruction of the current exits at University Parkway and Provo Center Street. Thank you, Richard Crookston	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.

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451	Email	Charles	Hart	Orem	<p>Please note that Provo City mayor also agreed to support option C/D in the attached letter in 1991. (letter actually dated August 28, 2001 PM)</p> <p>Ted Tronson <tronson@hotmail.com> wrote: From: Ted Tronson <tronson@hotmail.com> To: Charles hart <cah95046@yahoo.com> Subject: RE: Provo/Orem Option A B C or D Comments Date: Thu, 10 Jan 2008 20:56:19 -0700 Back in 2001 we had a similar meeting. At the time the mayor made some promises to us and sent us a letter to appease it. It said that Provo would not consider any interchange at 1740 N or 2000 N. I have included this for you look at and distribute as you see fit.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
452	Email	Chad & Shannon	Swanson	Provo	<p>Thank you to those from UDOT who came to our Grandview neighborhood meeting the other night to answer our questions and listen to our concerns about the I-15 reconstruction project. I would like to express my strong disapproval of the two plans that have a frontage road system. A frontage road system would increase the traffic flow on 1730/40 North and 1460 North in Provo. With several hundred children crossing those roads daily on their way to and from Westridge Elementary School, any increase in traffic flow is unacceptable. Not only do our children cross those roads en route to school, but whenever they go more than a couple of houses away, they use or cross 1730. This is because the neighborhood surrounding 1730 has a unique configuration; there are 13 cul-de-sacs directly connected to it. The many children who live in these cul-de-sacs use or cross 1730 anytime they walk or ride bikes anywhere. There is no other route for them to take. When we were considering buying our home, one of our primary concerns was the safety of the roads. We looked up 1730 North on Provo City's Master Plan maps and saw that it was a collector street. If 1730 is connected to a frontage road system, 1730 North will no longer fit into the category of collector street. Drivers from the freeway will pass through our neighborhood as part of their daily commute to work. With BYU, the hospital, and much commercial development just east of Grandview, and the frontage road system and the freeway to the west, our neighborhood will become a thoroughfare. 1730 will become a collector street in name only. Apparently, Provo City endorses the frontage road system. However, it has done so without the consent of its citizenry. To my knowledge, the city has not asked for input from the Grandview neighborhood. Had the city asked for input, it would have heard a loud and resounding, No Frontage Road System. Sincerely, Chad Swanson</p>	<p>This came in after comment period.</p>
453	Email	Judith & James	Robertson	Provo	<p>I attended a meeting in the Provo Grandview area last night. First I was surprised that it was held with so little time before the end-of-comments date. We were told that this issue had been advertised widely, but in fact almost no one in our area had been aware of it. In particular, our Neighborhood Chairman had not been notified. One presenter said they</p>	<p>This came in after comment period.</p>

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					<p>couldn't imagine how it could have been more fully advertised, but it is ironic indeed to make such a comment after failing to notify the one person who should assuredly have been notified. This notification should have taken place several weeks ago, so that we could have time to make better alternative suggestions. As it is, we're forced to say whatever we can think of in less than 48 hours. It was emphasized many times the number of years that had been spent designing the four proposals. It seems irresponsible to expect the residents to be able to make suggestions without any time to plan, decide which things they agree on and which items are most important to the largest number, consult engineers, modeling tools, etc. to present fully coherent and workable alternatives. So my first contention is that we should be given adequate time to be able to respond. Second, the presenters commented more than once that they were providing what Grandview citizens had previously requested: no interchange at 1740 North. But while the new design is not precisely an interchange, it is a large collector for I-15 that acts much the way collectors around I-15 in Salt Lake do. It is billed as a frontage road but it acts like a long on-ramp with 3 points of entry. The effect is very similar to an interchange at 1740, even though the names have been changed. Admittedly traffic is spread between three feeders (2000 South Orem, 1740 N and 820 N) but if one looks at the location of BYU and associated business and residences, it becomes clear that 1230 N (Bulldog Blvd), would be the clear preference for most people traveling from the east side of Provo. Grandview residents are primarily concerned about becoming a corridor for traffic between the east side of Provo and I-15. This is an issue that has no counterpart in Orem (which presenters used for comparison). Whatever name is given the frontage road (aka extended freeway entrance), Grandview residents do not want a connection that encourages a large percentage of traffic through the neighborhood that would not otherwise have cause to come through. I don't have a good solution in mind right now. One suggestion is to enlarge 820 N and make it a new interchange. While Provo City says that is not possible, there is much evidence that it is actually a realistic option and that political reasons have more to do with it's not being considered than practical reasons. Another suggestion is to substantially improve the interchange and feeder system for Center Street, along with the proposed improvements at University Parkway. Another suggests adding more lanes to University Parkway and possibly designing a frontage system (or an express system) to separate local business traffic from through traffic. At present Grandview is a fairly compact area with roads immediately to the north (2000 S Orem) and to the south (820 N Provo) that could become feeders, one of which (820 N)</p>	

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					<p>already serves as something of a feeder through Geneva Road. My second (and main) contention is that a solution should be possible that does not route a large percentage of outside traffic through the middle of Grandview. What would be of use for Grandview residents would be a road plan that helps get people on and off Grandview more effectively, without encouraging (and even discouraging) a large amount of through traffic. The current frontage road system may be seen as an attempt to help relieve future congestion on and off Grandview, but it does so at the very high cost of bringing a disproportionate amount of new traffic through Grandview. Bringing new traffic onto Grandview is counterproductive to relieving future congestion: the net effect would more likely be increased congestion on Grandview compared with a no-build alternative. Thank you for your attention to our concerns. James W. Robertson, 1920 North 1500 West Provo UT.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
454	Email	Chad & Shannon	Swanson	Provo	<p>Thank you to those from UDOT who came to our Grandview neighborhood meeting the other night to answer our questions and listen to our concerns about the I-15 reconstruction project. I would like to express my strong disapproval of the two plans that have a frontage road system. A frontage road system would increase the traffic flow on 1730/40 North and 1460 North in Provo. With hundreds of children crossing those roads daily on their way to and from Westridge Elementary School, any increase in traffic flow is unacceptable. Not only do our children cross those roads en route to school, but whenever they go more than a couple of houses away, they use or cross 1730. This is because the neighborhood surrounding 1730 has a unique configuration; there are 13 cul-de-sacs directly connected to it. The many children who live in these cul-de-sacs use or cross 1730 anytime they walk or ride bikes anywhere. There is no other route for them to take. When we were considering buying our home, one of our primary concerns was the safety of the roads. We looked up 1730 North on Provo City's Master Plan maps and saw that it was a collector street. If 1730 is connected to a frontage road system, 1730 North will no longer fit into the category of collector street. Drivers from the freeway will pass through our neighborhood as part of their daily commute to work. With BYU, the hospital, and much commercial development just east of Grandview, and the frontage road system and the freeway to the west, our neighborhood will become a thoroughfare. 1730 will become a collector street in name only. Apparently, Provo City endorses the frontage road system. However, it has done so without the consent of its citizenry. To my knowledge, the city has not asked for input from the Grandview neighborhood. Had the city asked for input, it would have heard a loud and resounding, no frontage road system. Shannon Swanson</p>	June 2008

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455	Email	Karen	Salmon	Provo	<p>I am writing in regards to the I-15 corridor, particularly in the area of Grandview. I attended the meeting at Westridge Elementary School on January 9. I am glad to see that you are actively working on keeping transportation in the county flowing and anticipating future needs. However, I believe that growth in Provo is now very limited. Student enrollment at BYU is capped; there is very little available land left for development east of the freeway, and no reason to predict a large increase of population in Provo. Growth in Utah county is happening south of Provo in Springville, Spanish Fork, and even Santaquin, as well as in the north part of the county. This information can be confirmed by studying the numbers of new residential building permits that each city has issued over the past few years. The only real growth in Provo/Orem will likely be around UVU in the next few years as it reaches its population cap. These students can be expected to reside close to the University Parkway interchange. Adding more access roads to the freeway will disperse the existing traffic, but will increase traffic in residential areas. These are areas where small children play and walk to school, with 25 mph speed limits and school zones and homes. Grandview is a safe, peaceful community, unlike many areas in Provo. Grandview residents deserve to have their neighborhood culture, home values and safety protected. There is no logical reason to intentionally direct more traffic in this direction. Access roads would compromise all these areas, causing problems, rather than solving them. The University Parkway already handles the main flow of traffic in and out of north Provo. It is a wide road passing through commercial areas. Keeping this road in good working order and monitoring its flow is the best alternative. Also, improving the Center Street interchange, which already exists, would accommodate the traffic from south Provo. Please do not consider altering the traffic flow through Grandview. The current road system handles the residents of the community, but adding traffic will seriously affect it in negative ways. All Provo residents east of the I-15 deserve good access to the freeway, but traveling through residential areas is not the way to achieve that. It would not be better traffic flow for them, and would only cause problems for Grandview residents. Please stick with options that do not put traffic through Grandview. Option C or D would be more favorable for achieving these goals, with the least affect on existing communities.</p> <p>Sincerely, Karen Salmon Grandview Resident</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.
456	Email	Alyse E	Jones	Provo	<p>I am in favor of the frontage road system with the flyover at university parkway. Alyse E. Jones, APRN, Principal Consultant</p>	The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include

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457	Email	Jeanette	Parker	Orem	<p>Jeanette R Parker, 686 S 1000 W, Orem Utah 84058, 801-764-9302</p> <p>I have concerns over the proposals A and C for a new off ramp at 800 South in Orem. My concerns are as follows: 1-I would request that a noise study be done on 680 South all the way up to the east end of the street. The maps shown at the open house indicate that a noise study is only slated for the west side of 1200 West, as well as the first two houses at the bottom of 680 South. With a proposed road that size going in right behind the 680 South neighborhood, I do not see how the noise will not increase. That road is meant to alleviate traffic from University Parkway. Since the road would also enclose UVSC property, it would mean added traffic coming from the commuter students. The road will increase traffic, and therefore the noise level will go up. The proposed 800 South would run right up the back of the properties to almost the east end of UVSC property. There are homes that back that area all the way up to the east end of the old Vineyard property. 2-I wasn't able to get a clear answer on the proposal about the grading for the street leading to the freeway. The engineers at the open house mentioned that the road would have to be above the level of I-15 when it joins up. That means a significant rise to that street that will affect the neighborhood in a couple of ways. The first thing that comes to mind is the visual of living right next to an overpass. Aesthetically, it is not pleasing, as well as the trash it would collect and the negative effect it would have on our property values. Secondly, if the grade goes up as it reaches the interchange, it would push students who park right now down at the base of 680 South to park further up the road toward the end that I live on, in order to access UVSC property. That would increase the amount of cars parked along the houses, as well as more foot traffic through the properties. 3-Are there any barriers or berms that is in the planning to separate the back side of the property and the proposed 800 South? Is there any green space incorporated into this? This could possibly help with the noise issue of increased traffic, but also take away what limited green space we have left in the community. 4-Where would the current power substation that is on UVSC property be located? From the overlay on the map, it looks like the new road and roundabout would wipe out that substation. I would like to suggest that UDOT and the engineering firm make every attempt to take into consideration the rights of the neighborhood just as much as the neighboring college and UDOT's</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					proposals. I do not want to sacrifice the assets of the neighborhood, the property values, the green space, and the relative quiet that we now have, just to accommodate UVSC enclosing their property with a new five lane road. It seems that options A and C benefit UVSC the most, with barely any consideration of the neighboring areas and citizens of Orem. Thank you for your time.	
458	Email	Jean	Moore	Provo	<p>I am emphatically against the proposed plan for a frontage road system between University Parkway in Orem and Center Street in Provo with freeway access to the residential streets at 2000 South in Orem and 1740 North in Provo. I live on 1740 North in Provo, across from the LDS church building. There is already a lot of traffic on that road as many people use it to get to Wal-Mart and the I-15 access at University Parkway. Turning 1740 North into an access road will only increase the traffic and noise to an unbearable level. This is a nice residential neighborhood. Please do not ruin it with the above plans. I have enjoyed living here, but if the access roads are built as planned, I would look elsewhere for a quieter neighborhood. I think the plan for 820 North in Provo is a good one. That road is pretty much a main thoroughfare anyway, and it seems to have more businesses than homes. I would vote for that access road to be built. Thank you for your time. Sincerely, Jean Moore</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
459	Email	Maurina	Hernandez	Orem	<p>I wish to let you know that I strongly support the proposed changes to I-15 between Orem and Provo. I live just off 1800 S. in Orem, and would be affected by the changes, and knowing the possible effects of traffic in the area, I still support the plan. I have long been frustrated by the fact that possible traffic problems are not addressed until they happen, and I believe this will help to prevent I-15 traffic in this area from becoming too large of a problem if it is completed on time. Thank you for working to solve this issue, and please continue forward with your plans.</p> <p>Sincerely, Maurina Hernandez, 239 Alta Vista Dr., Orem, UT 84058</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
460	Website	Allison	Bethap	Provo	<p>think the option of a new exit at 2000 S in Orem is appropriate. I live in a neighborhood west of I-15 and we all use that corridor much more frequently than 820 N in Provo--the fact is that that corridor lead more places that we want to go. 820 N Provo is very close to the Center Street access and adding an interstate intersection there would not seem to make too much sense.</p>	<p>This came in after comment period.</p>
461	Letter	James	McMillan	Sacramento	<p>Re: Comments on the I-15 Corridor Draft EIS and Draft Section 4(f) Evaluation Dear Mr. Machado: We are responding to your November 20, 2007 request for comments on the I-15 Corridor Draft Environmental Impact Statement and Draft Section 4(f) Evaluation. This project is located on the Interstate 15 corridor between the 12300 South Interchange in Salt</p>	<p>The response to this letter is located in Appendix D Section D.4.1.1.</p>

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
				Lake County and the South Payson Exit in Utah County, Utah.	<p>We have reviewed the environmental document and have organized our comments in the attached matrix. Our comment matrix includes the Corps' comment number and comment, and the corresponding section, page(s), and line(s) in the DEIS. Thank you for this opportunity to submit comments. If you have any questions or concerns regarding our comments, please contact me at the Utah Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010, by telephone at 801.295.8380 extension 17, or by email at james.m.mcmillan@usace.army.mil. Sincerely,</p> <p style="text-align: right;">/S/ James McMillan Senior Regulatory Project Manager Utah Regulatory Office</p> <p>Copies furnished: Merrill Jolley, Utah Department of Transportation, Region Three Headquarters, 658 North 1500 West, Orem, Utah 84057 Robin Coursen, U.S. Environmental Protection Agency, Region 8, 1595 Wynkoop Street, Denver, Colorado 80202-1129 Betsy Herrmann, U.S. Fish and Wildlife Service, Utah Field Office, 2369 West Orton Circle, Suite 50, West Valley City, Utah 84119 USACE Comment Matrix for the I-15 Corridor DEIS and Draft Section 4(f) Evaluation Cmt. No. Comment Sec. Page(s) Line(s) COE-1 The Corps concurs with the primary project purpose stated in the document, and will utilize this project purpose statement to evaluate the project under our Section 404 regulatory authority. 1.4 1-3 19-21 COE-2 The five secondary purposes or objectives identified in the document appear to be redundant, and, in some instances they are integral parts of the primary project purpose. Therefore, to simplify our environmental analysis, the Corps will only utilize the primary project purpose statement contained in the DEIS to evaluate Section 404 regulatory issues. 1.4 1-3 22-29 COE-3 The Corps concurs with (and appreciates) the alternatives screening process, since it eliminates all alternatives and options that do not meet the primary project purpose (though they may meet one of FHWA's secondary project purposes or objectives). 2.1 2-1 35-41 COE-4 In the Provo/Orem area, there would not be a substantial increase in level of service (LOS) between the options with frontage roads and the non-frontage road options. In general, it appears that the highway segments with frontage roads (Options A and B) would only improve by one LOS versus the Option C and Option D configurations (without frontage roads). Interchanges between the frontage road options and non-frontage road options would display minimal improvements in LOS, with one exception. The Sandhill Road/University Parkway intersection would range from LOS D under Option A to LOS F under Option D. Additionally, based on the projected LOS for highway segments, it appears that the proposed 800 South interchange in Orem would actually decrease LOS through the segment</p>	

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					<p>(e.g., in Option A). 2.4. 2-33 to 2-44 Figs. 2-16, 2-17 COE-5 Per the last comment, in order to better understand the LOS in the Orem area and the effects of the 800 South interchange, the Corps recommends that the EIS team simulate LOS of the segments between University Parkway and the proposed 800 South interchange, and between 800 South and Orem Center Street. 2.4. 2-36 Fig. 2-16 COE-6 In comparing the LOS for American Fork Main Street – Option A with the other options, it appears that one LOS would be gained at the intersection of 600 West and American Fork Main Street for Options B and C. 2.4. 2-40 Fig. 2-19 COE-7 The Corps is concerned about secondary wetland impacts that would result from induced growth and changes in land use around the proposed new interchanges. We are especially concerned with induced growth around the American Fork Main Street interchange. This interchange would eventually tie into the proposed East-West Connector roadway running along 10th South in Lehi. We are very concerned about the development that would occur as a result of these roadway improvements, especially in areas currently under agricultural land use. Many of these areas contain farmed wetlands that may fall under the Corps' jurisdiction. 3.1.2. 3-4 22-34 COE-8 As the team is aware, the Corps must consider other public interest review factors besides those issues pertaining to the Clean Water Act. We are concerned that the 800 South interchange would result in up to 94 housing unit relocations (per Table S-2 in the DEIS). In our permit decision, the Corps must be able to justify these potential relocations by tying them back to the project purpose. However, based on the projected LOS at 800 South interchange and surrounding interchanges (i.e., the University Parkway and Orem Center Street interchanges) the 800 South interchange would not provide an appreciable increase in LOS. 3.4.3. 3-33 to 3-35 Table 3.4-1 COE-9 In the affected environment, could the EIS team please explain how stormwater runoff is managed on bridges? Of particular interest are hydrocarbon runoff and de-icing runoff from the project area bridges. 3.12.2. 3-151 to 3-161 -- COE-10 Adjacent is defined as neighboring, bordering, or contiguous, per 33 CFR 328.3(c). Neighboring, bordering, or contiguous wetlands are all included in the concept of "adjacent" wetlands per the Corps' regulation. 3.14.1. 3-172 17 COE-11 Interchange locations need to be displayed on the wetlands figures so locations of waters of the U.S. are more readily identifiable. 3.14.2. 3-176 to 3-179 Figs. 3.14-1 to 4 COE-12 The vast majority of wetland impacts in the common areas of Alternative 4 would occur in Category 3 wetlands (i.e., those wetlands that provide wetland functions, but that occur in highly disturbed areas). 3.14.3 and 3.14.4. 3-180 to 3-184 -- COE-13</p>	

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					<p>Approximately 9 acres of additional wetland impacts would result in the construction of Provo/Orem Option A or Option C. Impacts throughout the Provo/Orem area would primarily occur in Category 3 wetlands. 3.14.3 and 3.14.4 3-180 to 3-184 – COE-14 The American Fork Main Street Interchange area contains a higher percentage of Category 2 wetlands relative to the rest of the study area. Category 2 wetlands can provide habitat for sensitive plants or animals, function at high levels for fish and wildlife habitat, and/or exhibit high ratings for functions assessed using UDOT's Wetland Functional Assessment Method (2006). The American Fork Main Street Interchange – Option A would have the least impact to waters of the U.S. 3.14.3 and 3.14.4 3-180 to 3-184 – COE-15 The Corps has examined waters of the U.S. within the EIS study area through our field review and subsequent verification of the delineation. We have also thoroughly examined potential impacts to waters of the U.S., comparing impacts under the No Build Alternative (Alt 1) and the Build Alternative (Alt 4) and its various options. We have examined these wetland impacts as they relate to the primary project purpose and other social and environmental factors (mentioned in comments above). There are several metrics that have been used throughout this EIS to quantify the improvements to Interstate 15, including Traffic Volumes, Level of Service, Crash Analysis, etc. In the Corps' view, these metrics successfully demonstrate the need to construct the Build Alternative. After accounting for the Utah Transit Authority's FrontRunner commuter rail project, and the positive effects it will have in reducing 2030 peak-hour congestion through the project area, we realize that I-15 improvements are still necessary throughout Utah County and south Salt Lake County. We believe that expanding the existing I-15 corridor is the least environmentally damaging alternative (as opposed to designating a new corridor somewhere else through Utah Valley). Gen. -- -- COE-16 The environmental document adequately supports the need for wetland impacts in the Alternative 4 common areas. Gen. -- -- COE-17 After accounting for impacts to waters of the U.S., housing and business relocations, and other public interest review factors in the Provo/Orem area, the Corps finds that the Provo/Orem Option D would be the least environmentally damaging, practicable alternative for the area. Per our comments under COE-4, Options A and B would not perform much better than Options C and D. The frontage roads proposed under Options A and B would increase wetland impacts throughout the study area by over 9 acres. Though the bulk of these are disturbed, Category 3 wetlands, they provide important functions and could be avoided (as configured in either Option C or D). The interchange proposed at 800 South (Orem) would result in 77</p>	

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
462	Letter	Dallin R	Johnson	Payson	<p>additional housing relocations under Option C; Option D would have no housing relocations, making it the better option of the two. Gen. -- -- COE-18 After accounting for impacts to waters of the U.S., housing and business relocations, and other public interest review factors at the American Fork Main Street Interchange area, the Corps finds that Option A would be the least environmentally damaging, practicable alternative for the area. Over half of the Category 2 wetlands in the I-15 study area occur in or around this interchange, and wetland impacts for Option A would be approximately 2.4 acres less than wetland impacts under Options B or C. Per our comments under COE-6, Options B and C would not perform much better than Option A. Additionally, Option A would have the fewest housing/business relocations and would not impact any Utah County Agricultural Protection Areas. Gen. -- -- COE-19 Under Alternative 4, selecting Option D in the Provo/Orem area and Option A at the American Fork Main Street Interchange would result in 42.93 acres of direct impacts to waters of the U.S. The Corps finds that these two options would constitute the least environmentally damaging, practicable alternative, after consideration of impacts to the aquatic environment and other public interest review factors. Summ. -- --</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
463	Letter	American Fork City Engineering		American Fork	<p>We would like to express our deep concern and objection to any proposed changes for exit 250. While we agree that Interstate 15 needs expansion and improvement because of the recent and anticipated growth in Southern Utah County, we do not feel that our business should be sacrificed to accomplish this objective. Again this letter should be considered and serve as formal notice of our objection to any changes involving Exit 250. Please notify us of any and all discussion on this matter. Sincerely, Dallin R. Johnson, General Manager Owner, Comfort Inn Payson</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>

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					<p>the intersection on the adjacent City streets to lapse into failure. As such, below are a few points that we would like to discuss further with UDOT relative to the interchange as the designs continue to progress.</p> <ul style="list-style-type: none"> • Adequate lane configuration crossing the interchange: It appears from the concept drawings in the EIS that there are only two through lanes in each direction across the interchange. It is our understanding from our traffic consultants that to pass 45,000 vehicles per day at a leave of Service 'D' a configuration with three through lanes in each direction will be required. Previously the City's understanding has been that the section would include 7 travel lanes. • Adequate turning pockets and ramp metering anticipated peak hours queues in the interchange traffic do not extend into the adjacent City intersections. • Vineyard Connector: It is our understanding that the Vineyard Connector traffic is not included in the 45,000 VPD that has been modeled for the I-15 project. We understand the current project volumes of the Vineyard Connector to be 30,000 – 40,000 VPD. We have some concerns in regards to the effect of this additional traffic burden on the level of service of the interchange. • Signalization of the adjacent City streets and the Front Runner access road: We would like to discuss the anticipated signalization of the adjacent City streets and other UDOT access management restrictions in the area to allow us to adequately plan the City facilities and to correctly direct development in the area. • ITS Interconnect: We assume that the new signals will be incorporated into the existing UDOT sponsored signal interconnect system that is in place within the City. <p>We recognize the immense effort that a reconstruction plan with the magnitude of I-15 represents a praise to UDOT's efforts in keeping the communities involved in the decision making process. Thank you for all your help and co-operation with the City. We look forward to continue working together toward successful transportation solutions. Please contact us if you have any questions about our comments.</p>	<p>The Preferred Alternative is Alternative 4:1-15 Widening and Reconstruction, with Option C at American Fork Main Street, and Option D in the Provo/Orem Area. These options include the North SPUI at American Fork, and a flyover at the University Parkway in Orem, with a roundabout. The Preferred does not include frontage roads or an Orem 800 South interchange.</p>
464	Letter	Heber M	Mayor Thompson	American Fork	<p>Enclosed is the Resolution adopted by the American Fork City Council on Tuesday, January 8, 2008, regarding their preference with regard to the West Main I-15 Interchange. Thank you.</p> <p>Sincerely, Colborn Richard M. Colborn City Recorder RESOLUTION NO. 08-01-03R A RESOLUTION RELATING TO THE PLANNING AND DEVELOPMENT OF THE PROPOSED RECONSTRUCTION OF THE U.S. INTERSTATE HIGHWAY 15 INCLUDING THE PROPOSED RECONSTRUCTION THE WEST AMERICAN FORK INTERCHANGE AND WESTWARD EXTENSION OF MAIN STREET TO THE CITY</p>	D-239

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					<p>BOUNDARY, THE RECONSTRUCTION OF THE 500 EAST INTERCHANGE, AND CERTAIN OTHER IMPROVEMENTS TO INTERSTATE HIGHWAY 15 WITHIN THE CITY BOUNDARY.</p> <p>WHEREAS, the Utah Department of Transportation (UDOT) and Mountainland Association of Governments (MAG) have heretofore identified the need for the reconstruction of U.S. Interstate Highway 15 (I-15) to better accommodate the existing and future volume of traffic using said highway; and WHEREAS, as part of the plans for reconstruction, UDOT, MAG and their consultants have heretofore identified the need for reconstruction of the interchange at West Main and 500 East and other improvements along the portion of I-15 within the boundaries of American Fork City; and WHEREAS, The American Fork City Council has heretofore adopted Resolution 07-01-02R stating the City's support for the reconstruction of the West American Fork Interchange, provided the alignment of the extension of Main Street westward from the interchange continued along the north side of the existing railroad right-of-way (the Diamond Option – Option A); and WHEREAS, UDOT has now prepared a plan for the West American Fork Interchange showing a third option (Option C) which Option proposes a Single Point Urban Interchange (SPUI), but retains the alignment of the West Main Street Extension along the north side of the railroad right-of-way; and WHEREAS, American Fork city, with the aid and recommendations of City Transportation Committee, Planning Commission, City staff and its traffic consultant, Hales Engineering, has evaluated Option C and determined that Option C addresses the concerns and objectives of American Fork city in a manner equal to or better than Option A; and WHEREAS, UDOT has prepared an Environmental Impact Statement (EIS) which addresses the proposed West American Fork Interchange and other improvements relating to I-15 within American Fork City and has requested comments regarding the various elements of the plan(s) for reconstruction. NOW THEREFORE,</p> <p>THE AMERICAN FARM CITY COUNCIL RESOLVES AS FOLLOWS:</p> <p>SECTION 1. West American Fork Interchange – American Fork City hereby acknowledges the need for the reconstruction of the West American Fork Interchange to better serve the community, particularly the area located west of I-15, City and has determined that Option C (Modified SPUI) is the most appropriate alternative (Attachment 1). Provided, However, that this statement of support specifically applies only to the interchange and the westward extension of Main Street and specifically excludes and should not be construed as support for the proposed connection of the Vineyard Connector in the location shown on the draft plan.</p> <p>SECTION 2. East American Fork Interchange – American Fork City</p>	

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					<p>hereby acknowledge the need for reconstruction of the 500 East Interchange and does hereby express its support of the plan for reconstruction as indicated in the EIS. SECTION 3. Up-grade of existing underpass structures at 100 East and 300 West – American Fork City hereby acknowledges the need for reconstruction of the existing 100 East underpass as shown in the EIS and the realignment and reconstruction of the 300 West underpass as shown on the EIS and does hereby express its support of the plan for reconstruction in harmony with the City's General Plan and cross-section standards. SECTION 4. Additional Underpass Structure – The American Fork General Plan has identified the need for and additional underpass structure to accommodate future the north-south traffic demands that will result from new development in the area located south of the I-15 right-of-way. Accordingly, the plans for reconstruction of I-15 should provide for an additional underpass structure at to be located at 100 West Street or Center Street as recommended by the City's General Plan (Attachment 2). SECTION 5. Interconnection with other Major Traffic Routes – The City Council hereby acknowledges the need for an additional east-west traffic route to better serve the area located west of American Fork City, and affirms its support for the reconstruction of the further extension of the West Main Street and connection into the Lehi 10th South Arterial, provided the plans include inter-connecting routes with the proposed Southern Arterial (1500 South/1900 South) and East Lehi Interchange to encourage dispersal of through traffic. SECTION 6.</p> <p>Existing Park and Ride Facility – Reconstruction of the West American Fork Interchanger will disrupt the function of the existing park and ride facility. This facility currently operates at or above capacity on normal working days. All further planning for reconstruction of I-15 and the West American Interchange should include the continuation of an adequate park and ride facility. SECTION 7. Authorization to Support City Position – The City Council does hereby authorize its members and City staff to represent the policy and positions expressed in this Resolution as the "position of the City" on the matter in all meetings and communication regarding the subject, and does hereby instruct the staff to work with UDOT, MAG adjacent communities and agencies having responsibility for planning an development of the I-15 Corridor, 10th South Lehi Arterial, and Vineyard Connector in the implementation of the traffic facilities identified herein and to take such other actions as would tend to support development of the City's preferred alternatives. Enacted by the City Council of American Fork City this 8 Day of January 2008. Mayor Heber M Thompson Attest: Terrilyn Luckner Deputy Recorder Attachments Noted</p>	

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
465	Letter	Burris	Mayor Bills	Payson	<p>Dear Mr. Machado, Payson City has received a copy of the subject study and appreciates the opportunity to review and comment on the document. After review of the document, we concur with the proposed I-15 widening through Payson City and the improvements to the South Payson Interchange Exit 248. However, we have serious concerns about the proposed improvements for the North Payson Interchange Exit 250. As you are aware, most cities in Utah, and particularly cities the size of Payson, struggle to meet the financial demands required to maintain and operate the city. We rely heavily on the tax base that is generated from retail sales. Freeway interchanges are ideal locations for retail businesses because of visibility, accessibility to the traveling public. And the associated high traffic volumes. Because these interchanges are so valuable for retail businesses the accessibility must be such that motorists will not be unduly delayed or burdened in accessing them. Payson City feels that as proposed the improvements to the North Payson Interchange will significantly hamper the economic viability of the area because of the following reasons:</p> <ol style="list-style-type: none"> 1. Impacts to existing businesses are very significant. There are four businesses that would be totally eliminated with this proposal; the Chevron Gas Station, Subway, Calvin Blohm Insurance Agency, and Payson Diesel. Four other businesses will have their existing access reduced or eliminated; Payson Market, McDonalds, Rite-Aid, and Comfort Inn. Access to the Flying J Fuel and Truck Stop will be much more difficult to reach by truckers and most likely will result in closure of the business. Tax revenue provided to Payson City from these businesses last year was nearly \$82,000. 2. With the freeway at ground level and Main Street elevated over the freeway, accessing businesses cannot occur until the motorist have traveled a considerable distance off the interchange, then down the elevated portion of Main Street both on the south and north sides of I-15. This greatly reduces the viability of the existing businesses as discussed in paragraph 1 but also limits future businesses from locating on the vacant parcels surrounding the interchange. 3. Payson City has planned and recently improved 600 North street as a major east/west collector for traffic. As proposed, the connection of Main street back into the original alignment is south of 600 north and will not facilitate using 600 North as a major collector street. These concerns are not new and have been expressed to the DIES team as they have met with Payson City Development Staff on at least two different occasions. It is our request that additional design scenarios be created for review that will facilitate both traffic and economic development for the North Payson Interchange. We feel that the freeway interchange should be designed with the freeway elevated over Main street 	<p>Payson's letter is responded to in Appendix D, Section D.3.3</p>

I-15 Corridor Utah County to Salt Lake County
Final Environmental Impact Statement and Section 4(f) Evaluation

Comment Number	Submission Method	First Name	Last Name	City	Comments	Response
					to facilitate accessibility to businesses. We would hope that you would be mindful of our concerns and work to provide a solution that is acceptable to all parties involved. If you would like to discuss our concerns further, please contact Rich Nelson, City Manager at (801) 465-5207. Sincerely, Burris Bills Mayor	

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D.7 Letters from Federal Agencies, State Agencies, MPO's and Cities

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DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

January 21, 2008

Regulatory Branch (SPK-2004-50362)

Carlos Machado
Federal Highway Administration, Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Re: Comments on the I-15 Corridor Draft EIS and Draft Section 4(f) Evaluation

Dear Mr. Machado:

We are responding to your November 20, 2007 request for comments on the *I-15 Corridor Draft Environmental Impact Statement and Draft Section 4(f) Evaluation*. This project is located on the Interstate 15 corridor between the 12300 South Interchange in Salt Lake County and the South Payson Exit in Utah County, Utah.

We have reviewed the environmental document and have organized our comments in the attached matrix. Our comment matrix includes the Corps' comment number and comment, and the corresponding section, page(s), and line(s) in the DEIS.

Thank you for this opportunity to submit comments. If you have any questions or concerns regarding our comments, please contact me at the Utah Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010, by telephone at 801.295.8380 extension 17, or by email at james.m.mcmillan@usace.army.mil.

Sincerely,

/S/

James McMillan
Senior Regulatory Project Manager
Utah Regulatory Office

Copies furnished:

Merrell Jolley, Utah Department of Transportation, Region Three Headquarters, 658 North 1500
West, Orem, Utah 84057

Robin Coursen, U.S. Environmental Protection Agency, Region 8, 1595 Wynkoop Street,
Denver, Colorado 80202-1129

Betsy Herrmann, U.S. Fish and Wildlife Service, Utah Field Office, 2369 West Orton Circle,
Suite 50, West Valley City, Utah 84119

USACE Comment Matrix for the I-15 Corridor DEIS and Draft Section 4(f) Evaluation					
Cmt. No.	Comment	Sec.	Page(s)	Line(s)	
COE-1	The Corps concurs with the primary project purpose stated in the document, and will utilize this project purpose statement to evaluate the project under our Section 404 regulatory authority.	1.4	1-3	19-21	
COE-2	The five secondary purposes or objectives identified in the document appear to be redundant, and, in some instances they are integral parts of the primary project purpose. Therefore, to simplify our environmental analysis, the Corps will only utilize the primary project purpose statement contained in the DEIS to evaluate Section 404 regulatory issues.	1.4	1-3	22-29	
COE-3	The Corps concurs with (and appreciates) the alternatives screening process, since it eliminates all alternatives and options that do not meet the primary project purpose (though they may meet one of FHWA's secondary project purposes or objectives).	2.1.1	2-1	35-41	
COE-4	In the Provo/Orem area, there would not be a substantial increase in level of service (LOS) between the options with frontage roads and the non-frontage road options. In general, it appears that the highway segments with frontage roads (Options A and B) would only improve by one LOS versus the Option C and Option D configurations (without frontage roads). Interchanges between the frontage road options and non-frontage road options would display minimal improvements in LOS, with one exception. The Sandhill Road/University Parkway intersection would range from LOS D under Option A to LOS F under Option D. Additionally, based on the projected LOS for highway segments, it appears that the proposed 800 South interchange in Orem would actually decrease LOS through the segment (e.g., in Option A).	2.4	2-33 to 2-44	Figs. 2-16, 2-17	
COE-5	Per the last comment, in order to better understand the LOS in the Orem area and the effects of the 800 South interchange, the Corps recommends that the EIS team simulate LOS of the segments between University Parkway and the proposed 800 South interchange, and between 800 South and Orem Center Street.	2.4	2-36	Fig. 2-16	
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USACE Comment Matrix for the I-15 Corridor DEIS and Draft Section 4(f) Evaluation					
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COE-8	As the team is aware, the Corps must consider other public interest review factors besides those issues pertaining to the Clean Water Act. We are concerned that the 800 South interchange would result in up to 94 housing unit relocations (per Table S-2 in the DEIS). In our permit decision, the Corps must be able to justify these potential relocations by tying them back to the project purpose. However, based on the projected LOS at 800 South interchange and surrounding interchanges (i.e., the University Parkway and Orem Center Street interchanges) the 800 South interchange would not provide an appreciable increase in LOS.	3.4.3	3-33 to 3-35	Table 3.4-1	
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COE-12	The vast majority of wetland impacts in the common areas of Alternative 4 would occur in Category 3 wetlands (i.e., those wetlands that provide wetland functions, but that occur in highly disturbed areas).	3.14.3 and 3.14.4	3-180 to 3-184	--	
COE-13	Approximately 9 acres of additional wetland impacts would result in the construction of Provo/Orem Option A or Option C. Impacts throughout the Provo/Orem area would primarily occur in Category 3 wetlands.	3.14.3 and 3.14.4	3-180 to 3-184	--	
COE-14	The American Fork Main Street Interchange area contains a higher percentage of Category 2 wetlands relative to the rest of the study area. Category 2 wetlands can provide habitat for sensitive plants or animals, function at high levels for fish and wildlife habitat, and/or exhibit high ratings for functions assessed using UDOT's Wetland Functional Assessment Method (2006). The American Fork Main Street Interchange – Option A would have the least impact to waters of the U.S.	3.14.3 and 3.14.4	3-180 to 3-184	--	

USACE Comment Matrix for the I-15 Corridor DEIS and Draft Section 4(f) Evaluation

Cmt. No.	Comment	Sec.	Page(s)	Line(s)
COE-15	<p>The Corps has examined waters of the U.S. within the EIS study area through our field review and subsequent verification of the delineation. We have also thoroughly examined potential impacts to waters of the U.S., comparing impacts under the No Build Alternative (Alt 1) and the Build Alternative (Alt 4) and its various options. We have examined these wetland impacts as they relate to the primary project purpose and other social and environmental factors (mentioned in comments above).</p> <p>There are several metrics that have been used throughout this EIS to quantify the improvements to Interstate 15, including Traffic Volumes, Level of Service, Crash Analysis, etc. In the Corps' view, these metrics successfully demonstrate the need to construct the Build Alternative. After accounting for the Utah Transit Authority's FrontRunner commuter rail project, and the positive effects it will have in reducing 2030 peak-hour congestion through the project area, we realize that I-15 improvements are still necessary throughout Utah County and south Salt Lake County. We believe that expanding the existing I-15 corridor is the least environmentally damaging alternative (as opposed to designating a new corridor somewhere else through Utah Valley).</p>	Gen.	--	--
COE-16	The environmental document adequately supports the need for wetland impacts in the Alternative 4 common areas.	Gen.	--	--
COE-17	<p>After accounting for impacts to waters of the U.S., housing and business relocations, and other public interest review factors in the Provo/Orem area, the Corps finds that the Provo/Orem Option D would be the least environmentally damaging, practicable alternative for the area.</p> <p>Per our comments under COE-4, Options A and B would not perform much better than Options C and D. The frontage roads proposed under Options A and B would increase wetland impacts throughout the study area by over 9 acres. Though the bulk of these are disturbed, Category 3 wetlands, they provide important functions and could be avoided (as configured in either Option C or D).</p> <p>The interchange proposed at 800 South (Orem) would result in 77 additional housing relocations under Option C; Option D would have no housing relocations, making it the better option of the two.</p>	Gen.	--	--
COE-18	After accounting for impacts to waters of the U.S., housing and business relocations, and other public interest review factors at the American Fork Main Street Interchange area, the Corps finds that Option A would be the least environmentally damaging, practicable alternative for the area.	Gen.	--	--

USACE Comment Matrix for the I-15 Corridor DEIS and Draft Section 4(f) Evaluation				
Cmt. No.	Comment	Sec.	Page(s)	Line(s)
	Over half of the Category 2 wetlands in the I-15 study area occur in or around this interchange, and wetland impacts for Option A would be approximately 2.4 acres less than wetland impacts under Options B or C. Per our comments under COE-6, Options B and C would not perform much better than Option A.			
	Additionally, Option A would have the fewest housing/business relocations and would not impact any Utah County Agricultural Protection Areas.			
COE-19	Under Alternative 4, selecting Option D in the Provo/Orem area and Option A at the American Fork Main Street Interchange would result in 42.93 acres of direct impacts to waters of the U.S. The Corps finds that these two options would constitute the least environmentally damaging, practicable alternative, after consideration of impacts to the aquatic environment and other public interest review factors.	Summ.	--	--

5-4-14



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8

1585 Wynkoop Street
DENVER, CO 80202-1129
Phone 800-227-8917
<http://www.epa.gov/region08>

JAN 18 2008

Ref: 8EPR-N

Walter C. Waidelich, Division Administrator
Federal Highway Administration
2520 West 4700 South
Suite 9A
Salt Lake City, UT 84118

John Njord, Executive Director
Utah Department of Transportation
4105 South 2700 West
Salt Lake City, UT 84119

Re: Comments on I-15 Corridor Utah
County to Salt Lake County, Draft
Environmental Impact Statement (DEIS);
CEQ#: 20070498

Dear Messrs: Waidelich and Njord:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) 42 U.S.C. Section 4231 et. seq., and Section 309 of the Clean Air Act , 42 U.S.C. Section 7609, the U.S. Environmental Protection Agency Region 8 (EPA) has reviewed the I-15 Corridor Draft Environmental Impact Statement (DEIS). The proposed action includes improvements to approximately 43 miles of Interstate 15 in Utah and Salt Lake Counties. The project's southern terminus is the South Payson-I-15 interchange, Exit 248, in the City of Payson; its northern terminus is the I2300 South I-15 interchange, Exit 291, in the City of Draper. The purpose of this project is to address the anticipated north-south mobility needs within the I-15 corridor through the year 2030. The action alternative includes the widening of I-15, total reconstruction of 5 interchanges, modification and improvements to seven interchanges, construction of two potential new interchanges (Orem 800 South and North Lehi), and four different options in the Provo and Orem section of the I-15 corridor that include a potential four-mile frontage road system.

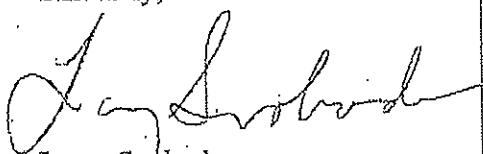
EPA appreciates the opportunity to review this project. We also acknowledge the complexities in designing a highway such as this one in a manner that meets the purpose and need, considers and mitigates environmental impacts and attempts to meet the needs of the local communities (which are often conflicting).

Pursuant to EPA policy and guidance, EPA rates the environmental impact of an action and the adequacy of the NEPA analysis. EPA has rated the action alternative and options as "EC-1" (Environmental Concerns-Adequate). This "EC" rating means that impacts have been identified that should be avoided in order to fully protect the environment. The "1" rating means that no further analysis or data collection is necessary, but clarifying language or information may be necessary. An explanation of the rating criteria is enclosed.

EPA has also evaluated the project "Options" to identify the Least Environmentally Damaging Preferred Alternative (LEDPA) under Section 404 (b) (1) of the Clean Water Act. Our analysis of the wetland impacts from Alternative 4 (Options A, B, C, and D) conclude that Options C and D are clearly the LEDPA, resulting in approximately 30% less direct wetland impacts. These wetland impacts are primarily due to the frontage roads that are proposed for these options. In addition to higher wetland impacts, Options A and B will also have serious indirect impacts to land through the Provo and Orem area. As discussed in the DEIS, these frontage road designs will likely impact commercial businesses, thereby causing economic impacts. Implementation of Option B will also likely result in pressure to redevelop existing agricultural and low density residential lands west of the interchange to commercial uses. We do not have an environmental preference for Option C or D and defer to highway design needs and community preference for either of these two Options. However, we would like to coordinate with Utah Department of Transportation (UDOT) regarding the differences in resource impacts between Option C and D as the final preferred alternative is identified for the final EIS.

We have attached a list of concerns by resource area where clarifying language or information is suggested. We have appreciated the opportunity to participate in this project. If you have any questions or would like to discuss our comments, please contact me at (303) 312-6004 or Robin Coursen of my staff at (303)312-6695.

Sincerely,



Larry Svoboda
Director, NEPA Program
Office of Ecosystems Protection and Remediation

Enclosure

- Cc: Greg Punske, FHWA (email) and signed copy
Ed Woolford, FHWA (email)
Carlos Machado, FHWA
Merrell Jolley, UDOT
Betsy Herrmann, U.S. Fish and Wildlife Service (email)
James Mc Millan, U.S. Army Corps of Engineers (email)
Jason Gipson, U.S. Army Corps of Engineer (email)



**EPA COMMENTS ON I-15 Corridor
DEIS**

Air Quality:

- Section 3.8.1.1 Pollutants of Concern / Criteria Air Pollutants: This section adequately explains most of the criteria pollutants related to vehicular emissions. However, there is no listing of sulfur oxides. We recommend that an additional bullet item be inserted with an explanation of SO_x emissions.
- Section 3.8.1.3 Air Quality Attainment Status- Particulate Matter Less Than 2.5 Microns in Diameter (PM_{2.5}): "By December 2007, the State of Utah will make recommendations for areas to be designated attainment (meeting the standard) and non-attainment (exceeding the standard)." EPA recommends that this language be updated to address the recent publication of the Utah Area Designation Recommendation for the 2006 PM_{2.5} NAAQS. This document was released on Dec. 18, 2007 and it recommends (pg.39) that the majority of Salt Lake County and the majority of Utah County be listed as two distinct non-attainment areas for PM_{2.5}.

Even though the I-15 Corridor has not yet been *officially* designated as a PM_{2.5} non-attainment area, the DEIS does do an adequate job of explaining EPA and FHWA guidance for qualitative PM_{2.5} hot-spot analysis when transportation conformity does apply for PM_{2.5}. However, Table 3.8.8 does indicate that there will be a 6% increase in PM_{2.5} for the action alternative versus the no action alternative and no mitigation has been discussed regarding this impact. Mitigation measures for PM_{2.5} caused by traffic volume increases should be discussed.

- Section 3.8.2.1 Climate – Consider inserting a figure of a windrose for the local area so that nearby residents can visualize the frequency that they are downwind from the I-15 Corridor.
- Section 3.8.4.1 – Nationwide MSAT Emission Reduction Trends: Please provide a reference for Figure 3.8-1 which shows FHWA's forecasted trends in nationwide tailpipe emissions. Additionally, consider including the Table 3.2-2 Schools and Libraries in this section. This information would be useful in identifying sensitive populations near the highway. Future documents should include other sensitive receptors such as day care centers, hospitals and nursing homes on this list.
- EPA has significant concerns about the MSAT language used in the DEIS. Other comments from Region 8 have also reflected this position. We will schedule a meeting within the next month to facilitate further discussions regarding the EPAs position on MSATs.

Water Quality

- A project cannot further impair a Clean Water Act (CWA) 303 (d) listed water body.

Utah Lake and portions of the Jordan River within the project area are 303 (d) listed waters. Where storm water discharges from the project enter into Utah Lake and portions of the Jordan River impaired for Total Dissolved Solids (TDS), it will be necessary to include additional storm water treatment measures. Without treatment, runoff from the expanded impervious surfaces (especially from winter storm events where deicer has been applied) will contribute further to the existing water quality impairments. It is noted in Section 3.12.4.2 (Surface Water Quality), that additional measures are necessary in these areas as detention will not remove dissolved solids. Removal of dissolved solids does not occur with most stormwater treatment systems and enhanced systems employing particle destabilization (flocculation), multi-chamber treatment trains, or biological uptake may be necessary to remove dissolved solids. Since these practices have not been described, the final EIS will need to be updated with information on the type of stormwater treatment systems which will be effective in removing dissolved solids from discharges to Utah Lake and the Jordan River. In addition, the final EIS should disclose the stormwater treatment system which will ultimately be installed.

- Please disclose the impact of ongoing (versus short term construction) runoff from the highway into wetland areas. These indirect effects should be considered in long term project mitigation.

Indirect Effects/Quality of Life/Smart Growth

- The analysis of indirect effects should not rely solely on compliance with existing comprehensive land use plans. While comprehensive land use plans are an important component of the analysis of indirect effects, compliance with these plans could still result in adverse environmental effects. EPA believes that without these road improvements growth and land use would develop differently in location, density and type of development. The FEIS should identify existing conditions and general trends and forces shaping growth and development in the area; identify land with development potential and most likely locations of growth; identify sensitive environmental resources that may be impacted by such growth, directly and indirectly.
- The FEIS should discuss types of mitigation techniques for environmental impacts from induced growth that could be implemented by UDOT, the Municipal Planning Organizations or local governments. These could include:
 - access controls (location of interchanges)
 - local land use plans that affect or regulate new development
 - zoning controls
 - transfer of development rights
 - growth management regulation (public facilities ordinances, development moratoria, urban growth boundaries, extraterritorial zoning/annexation)
 - resource management and preservation regulations
 - land acquisition and conservation easements
 - incentives for Brownfields/infill development

- Also, given the additional vehicle miles traveled in the action alternative and potential growth impacts, it would be useful to include a short discussion on realistic types of travel reduction measures that could be implemented in Salt Lake and Utah County and a calculation of percent reduction in vehicle miles that would be possible.

Greenhouse Gases and Pollution Prevention

- A discussion of greenhouse gases should be included. Recent court cases suggest that EISs, even if they reduce emissions, should address this issue. Where possible, please disclose any energy reduction efforts/technologies or other emission reduction strategies that have been, or could be considered for this project.
- The Office of the Federal Environmental Executive released a new Executive Order on January 24, 2007 entitled, "Strengthening Federal Environmental, Energy, and Transportation Management" (EO 13423), which requires, among other things, that all federal agencies:
 - * Reduce energy intensity 30% by 2015
 - * Reduce Green House Gas Emissions through energy savings by 3% annually or 30% by 2105
 - * Build Performance: Construct or renovate buildings in accordance with sustainability strategies, including resource conservation, reduction, and use; citing; and indoor environmental quality.

http://oee.doe.gov/eo/13423_main.asp

The document should address these requirements as appropriate.



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



JAN 29 2008

9043.1
PEP/NRM

ER 07/1020

Mr. Carlos Machada, MBA
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Dear Mr. Machada:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement and Section 4(f) Evaluation for **I-15 Corridor Improvements, Utah and Salt Lake Counties, Utah**. The Department of the Interior (Department) submits the following comments.

General Comments

The Fish and Wildlife Service (FWS) has been a cooperating agency on this project and appreciates the early coordination with the Utah Department of Transportation (UDOT) and FHWA. The Department acknowledges that the upland and wetland wildlife habitat impacted by this project is in a relatively urbanized setting and that habitat quality adjacent to the existing highway is relatively low. Our recommendations are focused on helping UDOT avoid and minimize fish and wildlife-related impacts from this project, particularly in locations where there will be new impacts or there is potential for indirect impacts. We also recommend that UDOT take the opportunity to improve habitat wherever possible, such as: improving fish passage at stream crossings; installing bat roost structures under bridges; controlling invasive weeds and replanting with native species; and replacing riparian vegetation off-site if it must be removed for construction.

The Department recommends that the FEIS expand the discussion of fish and wildlife resources mitigation measures (Section 2.15.4) and include specific recommendations below. We also recommend that the FEIS include a section describing the indirect effects of the project, particularly regarding the proposed new interchanges and frontage roads, on fish and wildlife resources (including wetland habitats).



Specific Comments

Page 2-23, Section 2.2.1.4, Bridges – Hobble Creek is a historic spawning stream for the June sucker and as such has been identified for stream restoration activities by the June Sucker Recovery Implementation Program (JSRIP). The JSRIP is currently involved in restoration efforts on Hobble Creek west of I-15 and has identified the reach of the creek east of I-15 as suitable spawning habitat for the June sucker. We recommend UDOT consider replacing the Hobble Creek culvert with a single span bridge. This would facilitate fish passage, reduce constriction of the creek, improve wildlife habitat connectivity, allow for the passage of stream bedload and woody debris, and contribute to the restoration of this stream.

Page 3-156, Section 3.12.2.5, Flooding – It appears in Figure 3.12-3 that the I-15 corridor also crosses the 100-year floodplain for the Provo River, Dry Creek, American Fork Creek, and Hobble Creek. Permanent structures in the floodplain should be minimized, and measures identified which would mitigate for impacts to floodwater conveyance. Bridges should be single-span and avoid mid-channel support structures.

Page 3-158 Section 3.12.2.6, Groundwater, Figure 3.12-4 - The source credited for this figure, Baskin et al., 2002, is not included by this name in the references. Instead, it is listed as "U.S. Geological Survey, 2002" on page R-xv. They are the same document. The correct link for this document is:

<http://pubs.usgs.gov/wri/wri024115/pdf/wri024115.pdf>

Page 3-168, Section 3.13.2.3, Riparian – How many acres of riparian vegetation will be removed? This question stands for the other vegetation types as well (wetland acreages are disclosed in the wetland section), but riparian habitats are the most rare and critical for fish and wildlife. We recommend a mitigation measure be included that states that riparian vegetation that must be removed will be replaced or enhanced with an equivalent acreage.

Page 3-169, Section 3.13.2.10, Invasive Species – Purple loosestrife does not require perennial open water. It is typically found in a wet meadow habitat.

Page 3-171, Section 3.13.5, Mitigation – The landscaping plan should clearly stipulate that revegetation activities will use only natives, or non-natives that will not naturalize. Further, we recommend that landscaping plans include vegetation which is suitable and attractive for pollinating insects. We support UDOT's intention, as stated in the DEIS (page 3-211), to avoid roadside vegetation planting that would be attractive to wildlife.

Page 3-181, Section 3.14.4.3, North Utah County – An existing Army Corps of Engineers mitigation site exists in American Fork, north of I-15, at Mitchell Hollow Creek (immediately North of Mill Pond). This mitigation site would be impacted by the project.

Page 3-183, Section 3.14.4.6, Indirect Impacts – Roads can have significant impact to water quality and the biological health of streams and wetlands. Given the high

groundwater table, the proximity of wetlands, and the presence of Utah Lake as a 303(d)-listed waterbody (for nutrients and total suspended solids), we recommend a more extensive discussion on water quality mitigation measures that UDOT will employ for this project. Detention basins are certainly an important component, but detention does not remove all materials (e.g., salt, nutrients, pesticides/herbicides) that affect a wetland's functional value and its value for fish and wildlife habitat. Recognizing that the final stormwater mitigation measures have yet to be selected, we recommend that the FEIS include a more complete discussion of the methods which are determined to be most appropriate.

Page 3-183, Section 3.14.4.6, Indirect Impacts – Some of the options associated with the action alternative may have indirect effects on wetlands and wildlife habitat, as indicated in Section 3.1.2.4. For example, the frontage road options (Options A and B) through Provo/Orem would likely facilitate new development west of I-15 (e.g., at the new access at 2000 South). Another example, Option B of the American Fork Main Street exit, “would likely result in pressure to redevelop existing agricultural and low density residential lands west of the interchange to commercial uses” (page 3-5). It is not clear from the DEIS what the current level of access is in these areas, what the current development plans are, and to what extent development in these areas will be facilitated by the new interchanges/frontage roads associated with this project. The FEIS should include an evaluation of the indirect impacts of this change in land use on fish and wildlife resources, including wetland habitats. The wildlife section at this time has no evaluation of indirect impacts and the wetlands section does not address this issue.

Page 3-188, Table 3.15-1 – As of December 6, 2007, slender moonwort (*Botrychium lineare*) has been removed as a Candidate for listing under the Endangered Species Act.

Page 3-200, Section 3.15.2.2, Focused Special-Status Species Surveys – The DEIS states (lines 2-3) that all the potential Ute ladies'-tresses habitat sites were surveyed on eight days in 2006 but only one day in 2007. Two years of surveys of each site is standard FWS protocol for this species. There is likely a good explanation for the difference, and clarification in the FEIS (as well as the Section 7 consultation) would be helpful.

Page 3-202, Section 3.15.2.3, River/Stream Riparian Habitat, Spanish Fork River – The June sucker is not considered extirpated (line 19) from the Spanish Fork River. Individuals have been found in this river during spawning season in recent years. Also, hybrid June-Utah suckers have been found in Spring Creek.

Page 3-211.3, Section 3.15.3, Impacts on Wildlife and Wildlife Habitats - Wildlife mitigation actions for the proposed project are listed as bullets. The public would benefit from a brief discussion of the proposed mitigation actions supported by any relevant studies, and how these are expected to minimize impacts on wildlife.

Page 3-211, Section 3.15.4, Mitigation – The DEIS states (lines 18-19) that preconstruction field surveys will be conducted to determine if the proposed build alternative could disturb active nests of migratory bird species, but does not state what action UDOT would take if there were active nests discovered in these surveys. We recommend the following measures to avoid impacts to migratory birds and to avoid potential construction delays:

- Time tree and shrub removal to occur during the non-nesting season (approximately September 1 – April 30). If this is not possible, conduct preconstruction surveys to determine whether active nests are present; active nests found the area should be left untouched until the young have fledged.
- Raptor nests within the range of disturbance of project activities (refer to the *FWS Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* [2002]) will be surveyed prior to construction activity if the construction will occur during the nesting season. We recommend identifying nests prior to trees leafing out and surveying again after nesting has begun to determine which nests are active, and what species are utilizing them. If an active raptor nest is identified, UDOT will coordinate with FWS and/or UDWR to determine appropriate buffer distances and duration given the species and nest location.
- Reconstruction of existing bridges will be avoided during nesting season (approximately May – July) to avoid take of swallows. If bridge reconstruction must occur during this period, existing nests must be removed prior to nesting occurring, and deterrence devices (tarps, netting, or other methods such as Bird-X gel) should be employed to deter nesting.

Page 3-211, Section 3.15.4, Mitigation – It is unclear why more preconstruction field surveys for Ute ladies'-tresses would be necessary (lines 20-21), given surveys have already been conducted, unless the construction is not funded and undertaken for many years in the future. We recommend that you coordinate with FWS at that time to determine if updated surveys may be warranted.

Page 3-211, Section 3.15.4, Mitigation – As riparian habitats are rare and valuable for wildlife, we recommend UDOT commit to avoiding removal of riparian vegetation, including willow and cottonwood, where possible and mitigating for riparian vegetation that must be removed by replacing or enhancing with an equivalent riparian acreage.

Page 3-211, Section 3.15.4, Mitigation – We recommend that avoidance and minimization measures and best management practices (including those developed in cooperation with the Utah Division of Wildlife Resources) be more fully described in this section.

Page 3-211, Section 3.15.4, Mitigation – Many bat species utilize bridges and culverts, particularly as natural roost structures are diminishing. We recommend UDOT consider

opportunities to promote and encourage bat roosts under bridges (particularly over waterways) as a low-cost means of benefiting wildlife. The Utah Division of Wildlife Resources may also be helpful in this conservation effort.

SECTION 6(f) COMMENTS

We have found several Land and Water Conservation Fund (L&WCF) sites that could be impacted by this project. They are:

- 49-00335B-Smith Fields Park
- 49-00335I- Utah Lake State Park
- 49-00360- Meadows Park

We recommend consultation with the official who administers the L&WCF Program in Utah to determine any potential conflicts with Section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended). This section states: "No property acquired or developed with assistance under this section shall, without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location."

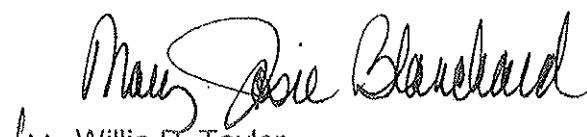
The administrator for the L&WCF program in Utah is Mr. Seth McArthur, Grants Coordinator, Utah Division of Parks and Recreation, 1594 West North Temple, Suite 116, Salt Lake City, Utah 84116. Mr. McArthur's phone number is 801-538-7354.

SECTION 4(f) COMMENTS

Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources. We acknowledge that you have consulted with the Utah State Historic Preservation Office, and will be prepare a Memorandum of Agreement to minimize adverse effects to historic properties if needed.

We appreciate the opportunity to provide these comments. If you need further assistance regarding the U.S. Geological Survey comments, please contact Lloyd Woosley, USGS, at (703) 648-5028; the wildlife comments, please contact Betsy Herrmann, FWS, at (801) 975-3330 x139; the LWCF comments, contact Terree Klanecky (402) 221-1556; and for Section 4(f) comments, please contact Roxanne Runkel, NPS, at (303) 969-2377.

Sincerely,



Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

References:

The Internet link for the second USGS 2007 citation on page R-xx is no longer valid.
The correct link is: <http://dwrcdc.nr.utah.gov/rsgis2/Search/SearchVerts.asp>.

cc:

Merrell Jolley, P.E.
I-15 Corridor Project Manager
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84114-1245



United States Department of the Interior



OFFICE OF THE SECRETARY
Program Director
CUP Completion Act Office
302 East 1860 South
Provo, Utah 84606-7317

IN REPLY REFER TO:

CA-1300
ENV-7.00

JAN 11 2008

Mr. Carlos Machado
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118

Subject: Draft Environmental Impact Statement (DEIS), I-15 Corridor Utah County to Salt Lake County, (FHWA-UT-EIS-07-01-D); Project No. IM-NH-15-6(149)245E)

Dear Mr. Machado:

We have reviewed the subject DEIS and offer the following comments under the authority of the National Environmental Policy Act (42 USC 4332(2)(c)) (NEPA). As a Participating Partner in the June Sucker Recovery Implementation Program (JSRIP) our comments are focused on the evaluation of impacts of the proposed project on the survival and recovery of the endangered June sucker (*Chasmistes liorus*) which exists naturally only in Utah Lake and currently is known to spawn in the Provo River.

In addition, our office is the lead agency for preparation of NEPA compliance documentation for plans by the JSRIP to restore aquatic and physical habitats in Hobble Creek (Springville, Utah County), a potential spawning tributary, to benefit the June sucker. We recently completed the public scoping process for that project where we invited public comment on our conceptual restoration plans. UDOT has been invited to participate. For your information our concepts for Hobble Creek habitat restoration are in the enclosure, which was presented at our scoping meeting.

Our goal is to re-establish June sucker spawning in Hobble Creek as a necessary recovery action for the species. Your DEIS acknowledges that Hobble Creek may have been an historic June sucker spawning stream. At present, Hobble Creek crosses I-15 through a culvert just south of the North Springville Exit (No. 261). The freeway is planned to expand to 4 general purpose traffic lanes plus an express lane, in each direction, for a total of 10 lanes at this location.

As you will note in the enclosure, we propose to improve the lowest reach of Hobble Creek from its Utah Lake terminus eastward to I-15. Our studies indicate that suitable spawning habitat exists in Hobble Creek east of I-15 which increases the importance of our Hobble Creek restoration plans. In part, our restoration project will facilitate access by June sucker from Utah

Lake to these valuable spawning reaches. Our goals for Hobble Creek would be materially enhanced if FHWA/UDOT would consider replacing the existing Hobble Creek culvert through I-15 with an open-span bridge design as part of the I-15 expansion. An open-span bridge would eliminate the existing culvert which potentially blocks fish passage and would allow a more natural Hobble Creek to reestablish in a manner favorable to June sucker. We would appreciate the opportunity to discuss this issue with you further.

Meanwhile, we have reviewed the pertinent sections of the DEIS that address the endangered June sucker and we note that no direct impacts to the species are predicted (Table 3.15-2). We generally concur that the I-15 expansion as planned should not directly impact habitat of the June sucker in Utah Lake, or the Provo River.

The potential for indirect impacts to the species is, however, indicated in Table 3.15-2. However, we find no discussion of indirect impacts on fish and wildlife species, particularly the June sucker, in the text of the DEIS. We recommend that indirect impacts be discussed in detail in section 3.15.3.2 in the Final EIS.

We assume that indirect impacts could mean impacts during the construction of various bridge expansions, particularly over the Provo River. While Best Management Practices (BMPs) for bridge construction are mentioned in 3.15.3.2, they are not listed in this DEIS. We are confident FHWA/UDOT are very experienced in avoiding adverse impacts to water bodies during bridge construction and undoubtedly have developed advanced practices for such work. BMPs applicable to I-15 need to be included in the Final EIS.

In order to minimize adverse indirect impacts on the endangered June sucker, we recommend the following BMPs be adopted for bridge expansion work associated with this project.

- Bridge abutments should be constructed on uplands without need for encroachments into the stream channel (including side channels). Bridges should span the entire channel width without need for supports in mid-channel. Avoid any blockages or construction activities in the active stream channels.
- If necessary to encroach on stream channels (including side channels), temporary cofferdams should be constructed to enclose all construction activities to prevent escape of polluting sediments, oils, etc.
- Temporary silt fencing should be installed alongside channels, both up and downstream from construction sites, to prevent runoff of any sediment, construction water, cement, and other pollutants into the stream channel, including side channels.
- If possible, confine construction activities to the August to March time period. We realize that this may not be possible with a project of this scope. However, these months are outside the spawning period for June sucker in the Provo River, or other rivers, and would largely avoid any potential for adverse impacts on June sucker in Utah Lake tributaries.

Our feasibility studies¹, completed in 2002, recommended four Utah Lake tributaries for further consideration for habitat restoration to benefit June sucker (see enclosure). Two of these—American Fork River and Spanish Fork River—will be subject to bridge expansions associated with I-15. While our program continues to evaluate possible June sucker use of these rivers, we are currently focused on Hobble Creek and have no plans at the present time to implement habitat improvements in these tributaries. Nevertheless, we recommend these other rivers be protected from adverse project impacts to the maximum extent possible during I-15 expansion by adopting the construction considerations listed above.

We note in the Table of Contents that Mitigation measures for wildlife impacts appear on page 3-211. However, we cannot find this page in the pdf version of the DEIS on your website. Please ensure that mitigation measures for fish and wildlife are clearly displayed in the Final EIS. For emphasis, we recommend that an appendix, or other separate section, be prepared that specifies all environmental and mitigation commitments that UDOT/ FHWA intends to implement for this project.

We also note that UDOT/FHWA is preparing a Biological Assessment (BA), pursuant to the Federal Endangered Species Act, that will focus on project impacts to endangered and threatened species. While the DEIS contains generally adequate information on the June sucker, the BA should describe and evaluate, in detail, the habitat, species biology and expected project impacts on all listed species, including the June sucker. We request the opportunity to review and comment on the Biological Assessment when it is complete.

In closing, you will note from our enclosure that one of our project purposes is to offer opportunities to partner agencies to provide other public benefits consistent with our need to facilitate June sucker spawning in Hobble Creek. These might include offsetting environmental mitigation requirements. We would be willing to discuss such opportunities with FHWA/UDOT.

Thank you for your consideration of these comments. Please contact Mr. Ralph Swanson at 801-379-1254 for any discussion of these matters.

Sincerely,

REED MURRAY

Reed R. Murray
Program Director

Enclosure

cc: Mr. Merrell Jolley, Utah Department of Transportation, 658 North 1500 West, Orem, UT 84057 (w/encl)

¹ June Sucker Recovery Implementation Program. 2002. Feasibility analysis of establishing an additional spawning location to benefit the endangered June sucker. Prepared by Bio-West. July 2002. 71pp + App.

✓ Mr. Reed Harris, June Sucker Recovery Implementation Program, Dept. of Natural Resources, P.O. box 145610, Salt Lake City, UT 84115 (w/encl)

Assistant Secretary - Water and Science, Washington, DC
Attention: Ms. Amy Holley, ms-6640MIB (w/encl)

- NEED FOR THE PROJECT**
- To provide additional spawning, nursery, and rearing habitat for June sucker in a tributary of Utah Lake.

PURPOSES OF THE PROJECT

- To achieve one of three de-listing criteria from the June Sucker Recovery Plan.
- To create a natural meandering stream channel that maintains flow to Utah Lake and provides quality habitat for the June sucker.
- To facilitate the environmental commitment for delivery of Central Utah Project, Utah Lake System, water to Utah Lake via Hobble Creek to assist with recovery of the June sucker.
- To create and enhance wetlands and wildlife habitat on the shores of Utah Lake.
- To offer opportunities for partners to develop public recreation and access to Utah Lake compatible with the project need.
- To minimize environmental impacts, such as flood impacts, during construction and operations.

POTENTIAL ENVIRONMENTAL IMPACT ISSUES

- Public Access
- Livestock Grazing
- Flood Control
- Hunting, Fishing, and Wildlife Viewing
- Mosquitoes
- Weed Control
- Hydrological Changes

PROJECT SCHEDULE

- Project Scoping Meeting: December 2007
- Draft Environmental Assessment: April 2008
- Final Environmental Assessment: July 2008
- Department of Interior Decision: Late July 2008
- Construction: Fall 2008

WE WANT YOUR INPUT!

Please use the comment form on the next page to give us your comments regarding environmental impacts in writing. Also, tell us if you have additional alternatives for consideration or other concerns that need to be addressed. If you need more time, please send us your comments via mail to the address provided or email Ralph Swanson (rswanson@ucusrbr.gov) by January 4, 2008.

**Hobble Creek Stream Restoration Project
Public Scoping Meeting Comment Form**

NAME: _____ ADDRESS: _____

REPRESENTING (optional) _____ Self _____ Other (please specify) _____

COMMENTS OR CONCERNS:



THANK YOU FOR YOUR TIME AND PARTICIPATION!

Please detach this page, fold in thirds, seal loose edge, affix postage, and mail.

Hobble Creek Stream Restoration Project Public Scoping Meeting Handout

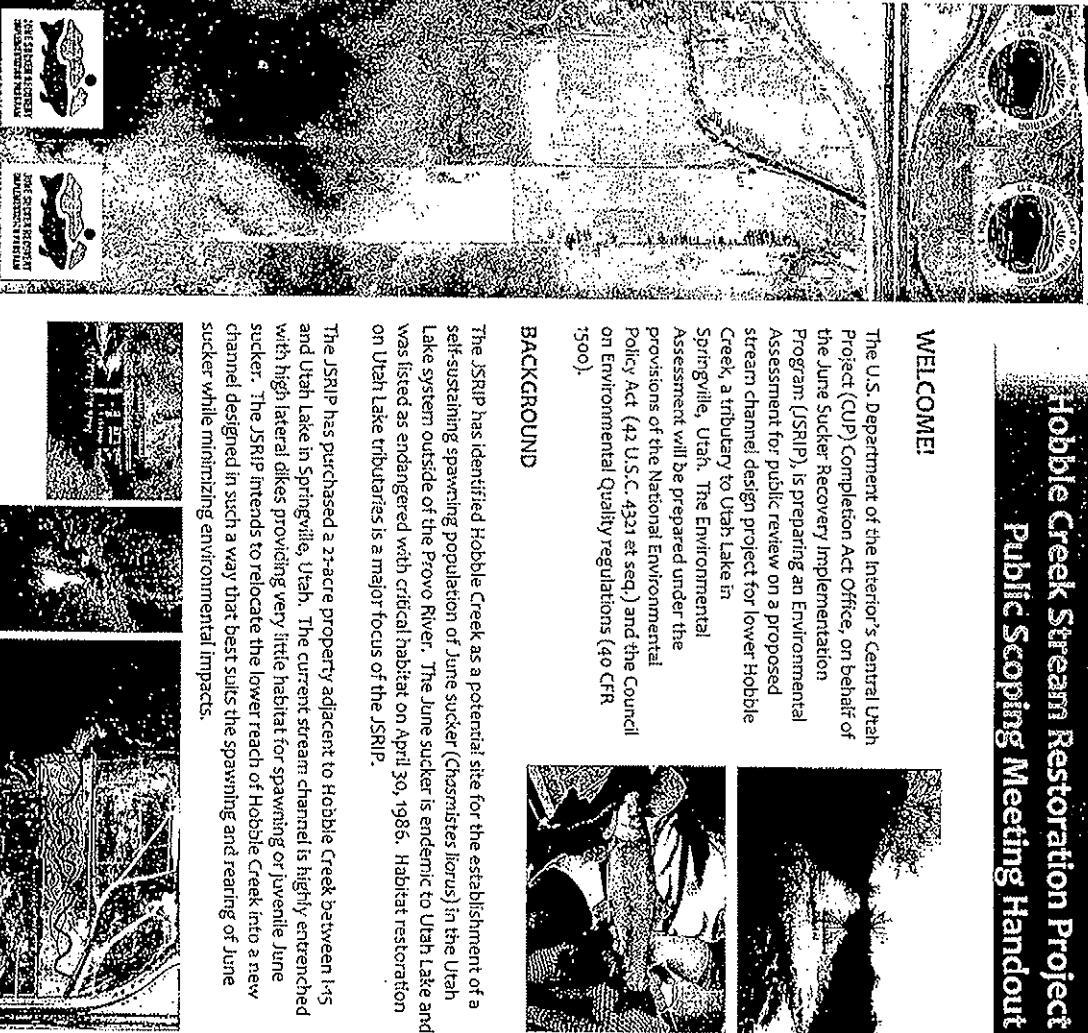
WELCOME!

The U.S. Department of the Interior's Central Utah Project (CUP) Completion Act Office, on behalf of the June Sucker Recovery Implementation Program (JSRIP), is preparing an Environmental Assessment for public review on a proposed stream channel design project for lower Hobble Creek, a tributary to Utah Lake in Springville, Utah. The Environmental Assessment will be prepared under the provisions of the National Environmental Policy Act (42 U.S.C. 4321 et seq.) and the Council on Environmental Quality regulations (40 CFR 1500).

BACKGROUND

The JSRIP has identified Hobble Creek as a potential site for the establishment of a self-sustaining spawning population of June sucker (*Catostomus hoyi*) in the Utah Lake system outside of the Provo River. The June sucker is endemic to Utah Lake and was listed as endangered with critical habitat on April 30, 1985. Habitat restoration on Utah Lake tributaries is a major focus of the JSRIP.

The JSRIP has purchased a 22-acre property adjacent to Hobble Creek between 145 and Utah Lake in Springville, Utah. The current stream channel is highly entrenched with high lateral dikes providing very little habitat for spawning or juvenile June sucker. The JSRIP intends to relocate the lower reach of Hobble Creek into a new channel designed in such a way that best suits the spawning and rearing of June sucker while minimizing environmental impacts.





Ron Clegg
I-15 Corridor EIS
Parsons Brinkerhoff
488 East Winchester St., Suite 400
Murray, UT 84107

3600 South 700 West
P.O. Box 30810
Salt Lake City, UT 84130

Date 1/11/08

RE: Draft Environmental Impact Statement (DEIS) for the I-15 Corridor Utah County to Salt Lake County Project

Dear Mr. Clegg,

The Utah Transit Authority (UTA) has reviewed your DEIS for the I-15 Corridor Utah County to Salt Lake County Project in Utah. We are providing the following comments for your consideration.

UTA would like to first acknowledge participation as cooperating agency in the earliest stages of the I-15 Corridor EIS project, working with FHWA and UDOT toward a multimodal alternative to be advanced to the Final Environmental Impact Statement (FEIS). UTA also acknowledges that in March of 2007, following the identification of a preferred alternative that included both a highway and transit solution, UTA and UDOT mutually agreed to separate the final stages of environmental evaluation work and publish separate and independent environmental reports. This decision was made due to differences in funding and schedule of the construction of the final projects.

UTA's comments reflect various UTA owned rail corridors and other transit projects located in or near the project limits of the I-5 project. Those corridors and projects include:

1. *Future* Provo to Payson FrontRunner (Phase II MAG Long Range Plan)
 - a. Former UP RR Tintic Industrial Lead property
2. Provo to Salt Lake FrontRunner Final Environmental Study Report (FESR) and construction of the Provo to Salt Lake FrontRunner Commuter Rail line
 - a. UP RR Provo Industrial Lead
 - b. UP RR Sharp Subdivision
3. *Future* Light Rail extension Preserved Railroad Corridor (Phase III MAG Long Range Plan)
 - a. Former UP RR Provo Industrial Lead
4. Orem Intermodal Center

The Provo to Salt Lake FrontRunner Commuter Rail project completed its environmental analysis in the fall of 2007 and subsequently published FESR. UTA has previously purchased the other railroad corridors for the preservation of future rail transit projects. UTA is currently engaged in the purchase of property for the future location of the Orem Intermodal Center, located at approximately 800 North and Geneva Road, Orem. This station site was identified in both the original I-15 EIS study documents and identified as the preferred alternative in the FESR published by UTA.

General Comments

UTA/UDOT structure and crossing coordination will be essential to the I-15 project where it crosses the future segments of Frontrunner as well as other railroad property owned by UTA including the former UPRR Tintic Industrial Lead and former UPRR Provo Industrial Lead. Roadway designs for the I-15 corridor should protect and preserve these railroad corridors including but not limited to the existing corridor widths and minimum envelope heights for future planned rail transit operations. UTA foresees that extensive coordination efforts will be required to ensure roadway design solutions that provide for placement of structural elements and crossing devices that are adequate for planned future rail transit operations. UTA anticipates high levels of coordination at the following crossing locations of I-15 and UTA owned rail rights-of-way:

- 1) North Payson Interchange ~Station 580
- 2) SR-164 Benjamin Interchange ~Station 705
- 3) 7300 South Overpass ~Station 765
- 4) Tintic Industrial Lead Overpass ~Station 825
- 5) 400 North Overpass ~Station 850
- 6) Spanish Fork Main Street ~Station 910
- 7) I-15/Railroad Overpass ~Station 945

Specific Comments

- Options A and C of the American Fork Main Street Interchange as shown in this document would require users of the American Fork FrontRunner Station (as shown UTA's FESR) to travel out of direction by distances ranging from 1.6 to over 3 miles.
 - Option A is the least desirable for efficient access to the planned UTA FrontRunner Commuter Rail Station. This option maintains both the current alignment of American Main Street west of I-15 as well as the existing at-grade crossing the 7350 West (American Fork). With future residential development in the area and additional vehicular traffic along 1000 South (Lehi)/200 South (American Fork) from proposed improvements to that road, the at-grade crossing at 7350 West (American Fork) would be inadequate to handle the average daily traffic volumes.
 - Option B as shown in this document represents the original design that was proposed by UTA and UDOT early in the I-15 EIS process. While

this option is still UTA's preferred option because it represents the shortest driving distance from I-15 to the planned station location , UTA also recognizes that since the establishment of this option, environmental impacts have been identified related to agriculturally protected lands that have forced UDOT to consider other options. Option B as it shown in this document also introduces an additional at-grade crossing to accommodate a connection between traffic moving between 1000 South (Lehi)/200 South (American Fork) and American Fork Main Street west of I-15. In order to have new at-grade crossings approved by UPRR and UTA the applicant for the closing typically is required to identify at least two existing at-grade crossings in relative close proximity to the proposed new crossing that can be permanently closed. This document has not indicated which existing crossings UDOT and FHWA intended to close in order to receive approval for the new crossing.

- Option C as shown in this document has the longest out of direction travel for rail commuters driving to the planned station from I-15. However, UTA is aware that there are two other separate ongoing UDOT environmental and design studies. One is the 1000 South (Lehi)/200 South (American Fork) widening from the interchange to Redwood Road in the west. The other project is the Vineyard Connector which is proposed to provide an arterial connection from Vineyard (the former Geneva Steel site) to the newly widened 1000 South/200 South. UTA staff has seen preliminary designs for the Vineyard Connector north of 1000 South/200 South that would provide a grade separated crossing of the UPRR/UTA tracks and ultimately connect to the American Fork Main Street Interchange Option 'C'. In light of these ongoing projects and potential designs, UTA would support Option 'C' as shown in this document. Again, extensive coordination efforts will be required to ensure roadway design solutions provide for placement of roadway structural elements and rail crossing devices that are adequate for planned future rail transit operations.
- **Page 2-15, Alternative 4: I-15 Widening and Reconstruction, plus CRT-**
Please update to reflect the information included in the Provo to Salt Lake FrontRunner FESR. UTA's Current plan for operating schedule incorporated in UTA's FESR has FrontRunner trains operating every 15 minutes during the a.m. and p.m. peak hours (in peak direction), every 30 minutes during off-peak hours during the day, and every 60 minutes during the evening hours (7 p.m. to 11 p.m.) with hourly Saturday service.
- **The former UPRR Provo Industrial Lead railroad property** currently extends from Salt Lake County into Utah County across the Point of the Mountain on the east side of the existing I-15 corridor. This railroad property and is not labeled in the DEIS as UTA property. Please label throughout including where it crosses under the I-15 alignment at station 2190 and 2105 as "UTA Owned Property".

- The former UPRR Provo Industrial Lead property in the south Draper and northern Lehi area that will be potentially impacted by the I-15 project (approximately stations 2480 to 2410) was originally land grant property and was originally 200 feet in width (100 feet on either side of the existing rail centerline). Some of the potentially impacted property was purchased from UPRR for the original construction of I-15 in the 1960's. This transaction took place prior to UTA ownership. UTA uses UPRR valuation map data to indicate current ownership and land representing the property that was sold to UTA. The I-15 DEIS document says that the property information is unavailable for a portion of this area. UTA requests that UDOT coordinate with UTA to develop cooperative design resolutions and use the valuation maps to understand the property designations through this section of the study area.
- Former UPRR Provo Industrial Lead in northern Lehi crosses under the I-15 alignment in two locations within the limits of the I-15 project. Please coordinate with UTA to find design solutions that ensure roadway design solutions provide for the placement of structural elements and crossing devices that are adequate for future planned rail transit operations.
- The drawings that show the tie-in of the new alignment of Minuteman drive to Highland Drive at 14600 South appear to illustrate a misalignment with UTA's double track structure on Highland Drive. Please adjust this design and coordinate with UTA to find design solutions that are adequate for future planned rail transit operations.
- The proposed crossing structures at I-15 at approximate stations 2190 and 2105 will require UTA coordination to ensure design resolutions that protect and preserve existing corridor widths and minimum envelope heights for rail future planned rail transit operations.
- The alignment of the proposed 800 South Interchange in Orem is located in close proximity to the planned Orem Intermodal Center. The Orem Intermodal Center is expected to serve the Provo to Salt Lake FrontRunner Commuter Rail, the Provo-Orem Bus Rapid Transit line, local bus service as well as park and ride capacity. The Intermodal Center as it has been proposed in UTA's Provo to Salt Lake FrontRunner FESR is intended to support dense mixed-use and transit oriented development. UTA is currently engaged in negotiations with Orem City and Utah State University to buy land for the development of the Intermodal Center. UTA feels that with inclusion of the access road (immediately west of the proposed railroad viaduct) the proposed 800 South Interchange serves the planned Intermodal site very well. The interchange provides UTA with additional access to the UVSU campus for the UTA vehicles that will be required with the students, faculty and staff that will be arriving at the Intermodal Center. As the UTA staff looked at the proposed alignment of the 800 South Interchange they noticed that the alignment required partial land takings of a few residences along 800 South (east of Geneva Road and immediately north of the alignment). As UDOT begins to prepare the final design and property acquisition for this particular interchange,

UTA would appreciate the opportunity to coordinate with UDOT to find design solutions that may provide for the placement of structural elements that are adequate for future planned rail transit operations as well as any potential transit oriented development opportunities.

UTA appreciates and looks forward to the opportunity to cooperate with UDOT and FHWA in the future expansion of the I-15 corridor. We anticipate that both the highway and rail improvements will bring much needed relief to an ever burdened transportation system.

Sincerely,



Ralph Jackson
Deputy Chief Major Program Development
Utah Transit Authority

cc: Merrell Jolley
Steve Meyer
Hal Johnson

From: "Adam Cowie" <acowie@lindoncity.org>
To: <i15utahcounty@utah.gov>
CC: "Woody Mataele" <woody@lindoncity.org>, "Merrill Jolley - UDOT" <mjolley@utah.gov>, "Mark Christensen-JUB" <MLC@JUB.com>, "Ott Dameron" <odameron@lindoncity.org>
Date: Monday - January 7, 2008 11:19 AM
Subject: I-15 widening comments from Lindon City

Please accept this email as official public comment from Lindon City - concerning the I-15 widening project.

Lindon City is grateful for the efforts that have been made towards this project. We understand the need for the widening of the freeway - and desire to be a willing participant in the planning, design, and construction phases of the widening project.

Upon review of the document we found that the 'All American Gymnastics' building located at 95 South 1400 West (Western Coil Rd) - (but the road is identified incorrectly on the attached map as "100 South") is not identified as a taking - and does not show up on your air photos. The project shows this lot and another vacant lot as future detention basins. (parcels numbers 29 and 165 on the tables provided in your EIS). Note that the maps also have some of the Lindon roads mis-labeled.

Please note this mistake for parcel #165 as it is not a vacant parcel. If constructed as shown, there is a complete taking of a two-year old commercial building that now houses the All American Gymnastics building.

Of additional notice and concern are the following issues:

1. Landscaping of off-ramps: Lindon had previously invested a large amount of money and interest in the landscaping around the PG/Lindon off ramp. The proposed construction shows that it will eliminate much of this landscaping on the four corners of the off-ramp. The City desires to know if the landscaping will be replaced or repaired as much as possible under this project? Will landscaping of the 1600 North exit also occur? If there are no plans to landscape the off-ramps after construction, how can Lindon (and potentially Pleasant Grove and Orem) participate with UDOT to see that the off-ramps are re-landscaped (or newly landscaped) in a similar fashion?

2. Lindon Heritage Trail under-crossing: The City currently has plans for the Lindon Heritage Trail to cross Geneva Road and then turn south along Geneva Rd to cross under the freeway and then head out towards Utah Lake. The City has purchased right-of-way on the west side of the freeway leading up to the overpass - and has a majority of the needed right-of-way on the east side of the freeway. It is critical for the trail project to ensure that the bridge structure for the I-15 crossing of Geneva Road is sufficiently widened to accommodate the trail under-crossing needs. The current proposal for the trail route will take it on the west side of the railroad tracks and under the freeway on the western most portion of the bridge structure.

We would be happy to have you meet with our project engineers to discuss this trail crossing need - but want to make sure it is on the record for the widening project so that the structure will consist of adequate width and design to accommodate the future trail crossing. Please contact us on this specific design issue.

3. Pedestrian improvements at over-pass crossings: The City is interested to know if pedestrian accommodations (sidewalks or other) are being incorporated in the reconstructed over-passes at 200 South and 2000 West. The over-passes are currently very narrow and are not wide enough for safe pedestrian crossing in either direction. Please inform us of any proposed pedestrian improvements on the 200 South and 2000 West crossings - or if no improvements are planned, how they could be added to the project.

Thank you for your time and attention to these issues.

Adam Cowie
Lindon City Planning & Development Director
100 N. State Street
Lindon, UT 84042
Phone (801)785-7687
Fax (801)785-7645
acowie@lindoncity.org

D:\vvol07-Central Utah Common Area

66.7% Find

PARCEL #	PARCEL AREA (acres)	AREA OF PARCEL IMPACTED (acres)	GIS PARCEL ID	PARCEL ID	PROPERTY OWNER	PROPERTY DESCRIPTION	NUMBER OF BUILDINGS SELECTED	Hwy Sheet No.
129	60054	625	104927	104927	ALLEN RICHARD D	COMM/UNION/COMMON/MISC		057
130	84058	7336	108746	108746	VACANT	VACANT		051
131	43834	6913	108471	108471	LUL SUEKE K CHARLENE B JT	COMM/UNION/COMMON/MISC		050
132	23559	2454	108532	108532	JALEMA LC	COMM/UNION/COMMON/MISC		050
133	31482	4704	108545	108545	BOULD BY DESIGNS LLC	RESIDENTIAL SINGLE		050
134	18430	1112	108620	108620	MERRICK SANITI REZA ET AL	COMM/INDUSTRIAL		050
135	77165	2869	109118	109118	DARRON L CHRISTENSEN PROPERTIES LC	VACANT		050
136	28916	146774	110159	110159	WHITE MOUNTAIN PRODUCTS LLC	VACANT		050
137	18519	65	110236	110236	COMMON FARGA	COMM/SERVICE STATION OR GAR		050
138	45988	60056	110416	110416	LL JEWELSON JAMES B	RES SINGLE PLD		050
139	700	29	112860	112860	LL JEWELYN TEE	COMMERCIAL OFFICE		050
140	18025	644	112823	112823	BIG STORAGE LLC	COMM/STORAGE		050
141	6413	661	114201	114201	JARRETT MICHAEL T MARGARET JT	VACANT		051
142	69859	1245	114480	114480	COMMON AREA	COMM/INDUSTRIAL		051
143	14065	247	116170	116170	KOFFORD JERRY N & NEON TEE	COMM/SERVICE STATION OR GAR		056
144	6076	37549	118681	118681	REINER DOUGLAS D & SANDRA TEE	COMM/INDUSTRIAL		056
145	48769	126	118946	118946	REALTOUCH INC ET AL	DRW		056
146	49756	1953	118946	118946	RES SINGLE PLD	COMM/INDUSTRIAL		056
147	630	41	118946	118946	RES SINGLE PLD	COMM/INDUSTRIAL		056
148	61461	8453	119224	119224	B&G ENTERPRISES	COMM/INDUSTRIAL		056
149	65868	426	120026	120026	TIN PANOCO VILLAGE MPH LLC	MOBILE HOME/PARK		056
150	72023	85265	121218	121218	GREENFIELD INVESTMENTS C.	COMM/INDUSTRIAL		056
151	69265	6869	122023	122023	COMMON AGE	VACANT		059
152	740	26	122080	122080	ALABAMA METAL INDUSTRIES CORPORATION	COMM/INDUSTRIAL		056
153	58418	17412	123054	123054	JUDORIS ENTERPRISES LLC	VACANT		056
154	26130	2408	124017	124017	JONES RANDALL B JULEE JT	AGRICULTURAL		057
155	236301	2859	124923	124923	ANDERSON BOYD AND SONS INC	COMM/UNION/COMMON/MISC		051
156	69725	3397	126810	126810	MANGIN PROPHETUS LLC	COMM/UNION/COMMON/MISC		051
157	10874	1824	128624	128624	A COMMERCIAL LLC	RES SINGLE PLD		050
158	630	49	130336	130336	JENSEN RANDY ET AL	VACANT		056
159	8706	263	130461	130461	HEINER COUGAS DEE	RESIDENTIAL SINGLE		056
160	8706	1793	130562	130562	MEYER STEVE C	RES SINGLE PLD		056
161	1793	846	130562	130562	SCHOLTZ JOSEFA & BRITTANY S	ROADWAY		056
162	131697	69	130941	130941	UNKNOWN - CITY OR STATE	RESIDENTIAL SINGLE		050
163	94699	1244	130959	130959	GULDMAN HENRY D	COMM/INDUSTRIAL		050
164	62152	38127	132468	132468	CAND JESAI ESTATES LLC	VACANT		050
165	41089	30709	133730	133730	TOAFALOA PLACE L.C.	VACANT		054
166	107	8104	134070	134070	LAWRENCE DELIA B	RESIDENTIAL SINGLE		054
167	6706	11325	134108	134108	WALLE ENGINEERING INC	VACANT		051
168	170	9797	134469	134469	CAL SOUP SPOT LLC	COMM/INDUSTRIAL		051
169	21797	2069	134973	134973	SUN L.C.	VACANT		051
170	43834	7671	134980	134980	BRADY INVESTMENTS LLC	COMM/INDUSTRIAL		050
171	80199	10145	136047	136047	AMASTIC INVESTMENT LC ET AL	COMM/INDUSTRIAL		050
172	169294	9801	136381	136381	STATE OF UTAH ET AL	ON OF		050
173	10493	2919	136203	136203	LINDON CIV	COMM/CONVERSIONS		050
174	26501	75	136902	136902	VALARO'S BUSINESS PARTNERS LTD	VACANT		050
175	88989	1779	137060	137060	U.S CONSTRUCTION INCORPORATED	COMM/INDUSTRIAL		050
176	458071	826	138863	138863	LEGACY WATBACH LLC ET AL	VACANT		050
177	76189	3195	140726	140726	JUDORIS ENTERPRISES LLC	VACANT		050
178	484537	659	140186	140186	JUDORIS ENTERPRISES LLC	VACANT		050
179	30516	4224	140349	140349	JENSON, MARK M & REBECCA L JT	VACANT		050
180	6474	6769	141230	141230	SUM L.C.	COMM/INDUSTRIAL		054
181	10493	30899	141715	141715	MOUNTAINLANDS ENTERPRISES LLC	COMM/INDUSTRIAL		051
182	68675	6764	142247	142247	SCHEUERER FAMILY PARTNERS LLC	AGRICULTURE		051
183	44452	1139	142772	142772	JUDORIS ENTERPRISES LLC	VACANT		050
184	180093	1850	144056	144056	AUBURNERS HOLDING LLC	COMM/INDUSTRIAL		050
185	112254	1131	144056	144056	REC-COOL LARRY & JOANNE JT	VACANT		050
186	28899	42497	144544	144544	UTAH NATIONAL PARKS COUNCIL INC BOY	VACANT		051
187	829440	69151	144819	144819	COOKS LAND AND INVESTMENT	VACANT		051
188	91420	6390	147418	147418	DRM CITY OF	VACANT		056

full or Partial Take Not Provided For City, State or Federal Owned Properties

16.58 x 10.35 in

Done

Sheet: Hwy-Soc:

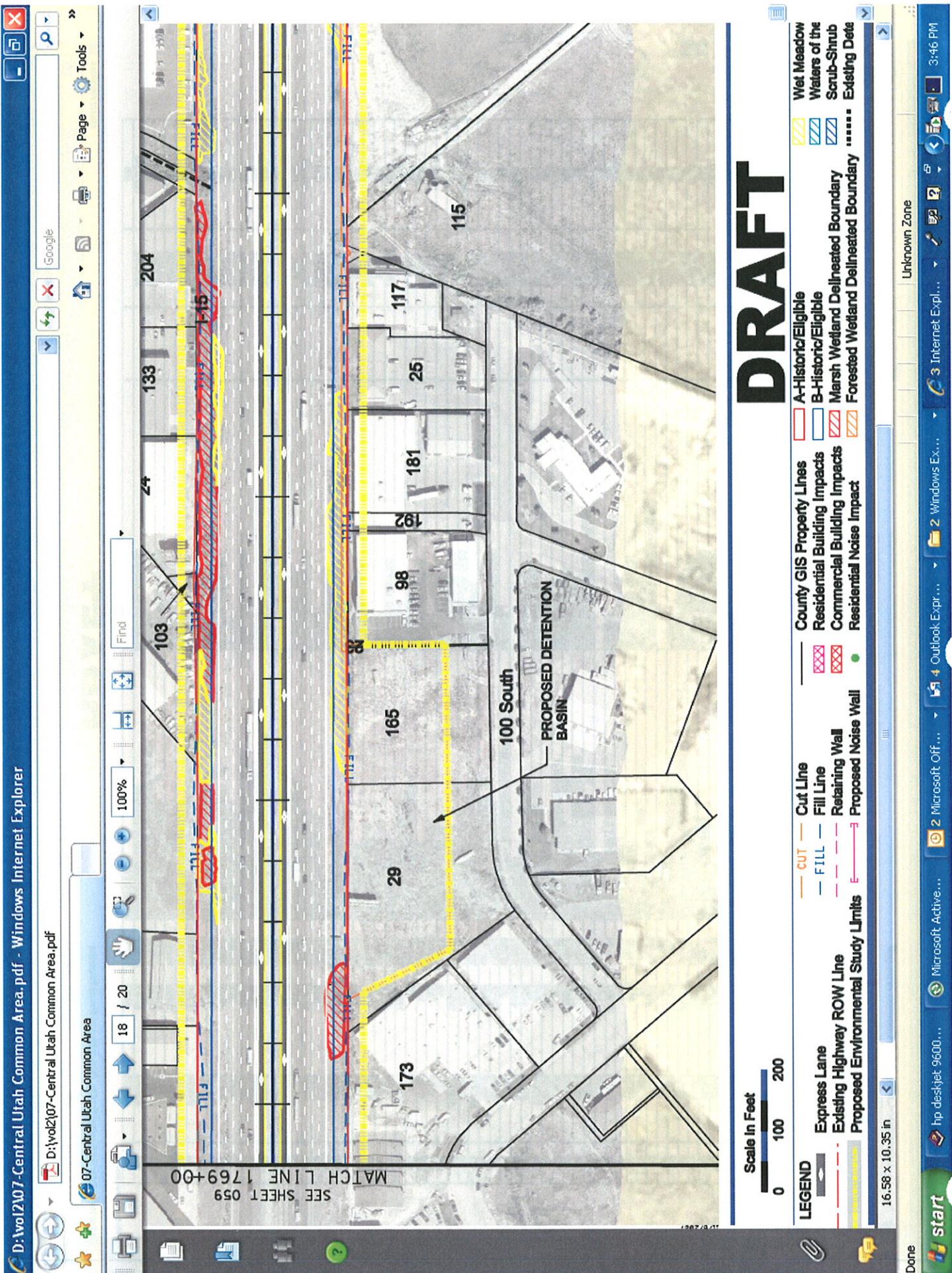
>

Unknown Zone

ND AET

June 2008







CITY OF
SARATOGA SPRINGS

January 8, 2008

I-15 Corridor EIS
c/o Parsons Brinkerhoff
488 E. Winchester St., Suite 400
Murray, Utah 84107

Re: I-15 Widening & Reconstruction

To Whom It May Concern:

The City of Saratoga Springs recognizes the need for north/south mobility along the I-15 Corridor. Current residents of this area, and specifically of Saratoga Springs, anticipate the widening and reconstruction of the I-15 Corridor. This project will contribute to improving the congestion on existing roadways and assist in handling future transportation needs and growth in the region. The purpose of this letter is to outline the main points of the City's position on the Environmental Impact Statement (EIS) for the I-15 Corridor.

1. The No Build alternative is required to be evaluated as an alternative in the EIS and is also used as a basis for comparing the proposed build alternatives. The City has the following comments with regard to this alternative:
 - a. Saratoga Springs is not in favor of this alternative. If nothing is done to the I-15 Corridor, the future transportation needs and growth in the region will not be appropriately addressed.
2. The I-15 Widening & Reconstruction alternative includes the widening of I-15; total reconstruction of 15 interchanges, including three options for the American Fork Main Street interchange; modification and improvements to seven interchanges; construction of one new interchange (North Lehi); and four different options in the Provo and Orem section of the I-15 Corridor that includes one potential new interchange (Orem 800 South) and a four-mile frontage road system. This proposal includes improvements to approximately 43 miles of I-15 in Utah and Salt Lake Counties. The project's southern terminus is the South Payson I-15 interchange in the City of Payson; its northern terminus is the 12300 South I-15 interchange in the City of Draper. The City has the following comments with regard to the **American Fork Main Street interchange**:

- a. The City is in favor of this interchange, as well as the I-15 Widening & Reconstruction alternative as it is an attempt to address future transportation and growth within the region.
- b. The City is in support of the East-West Connector and the 2009-2011 timeline for construction and completion of this important corridor. The City is also in support of the 2011 commencement for improvements to the I-15 Corridor, as this will allow for completion of the East-West Connector.
- c. The proposed East-West Connector is vital to the current and future transportation needs of Saratoga Springs. The American Fork Main Street interchange is the last piece to this important corridor.

Thank you for the opportunity to review and comment on the EIS for this important transportation corridor. The City anxiously anticipates the completion of these important roadways and the positive impacts they will have on the community and region. Please feel free to contact the City with questions on this letter, or for assistance on any other matter.

Sincerely,



Timothy L. Parker
Mayor, City of Saratoga Springs

Cc: Saratoga Springs City Council and Planning Commission
Saratoga Springs Development Review Committee



January 2, 2008

Mr. Carlos Machado
Federal Highway Administration, Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118

RE: Draft Environmental Impact Statement (DEIS) for the I-15
Corridor Utah County to Salt Lake County

Dear Mr. Machado,

Payson City has received a copy of the subject study and appreciates the opportunity to review and comment on the document. After review of the document, we concur with the proposed I-15 widening through Payson City and the improvements to the South Payson Interchange Exit 248. However, we have serious concerns about the proposed improvements for the North Payson Interchange Exit 250.

As you are aware, most cities in Utah, and particularly cities the size of Payson, struggle to meet the financial demands required to maintain and operate the city. We rely heavily on the tax base that is generated from retail sales. Freeway interchanges are ideal locations for retail businesses because of visibility, accessibility to the traveling public, and the associated high traffic volumes. Because these interchanges are so valuable for retail businesses, the accessibility must be such that motorists will not be unduly delayed or burdened in accessing them.

Payson City feels that as proposed the improvements to the North Payson Interchange will significantly hamper the economic viability of the area because of the following reasons:

1. Impacts to existing businesses are very significant. There are four businesses that would be totally eliminated with this proposal; the Chevron Gas Station, Subway, Calvin Blohm Insurance Agency, and Payson Diesel. Four other businesses will have their existing access reduced or eliminated; Payson Market, McDonalds, Rite-Aid, and Comfort Inn. Access to the Flying J Fuel and Truck stop will be much more difficult to reach by truckers and most likely will result in closure of the business. Tax revenue provided to Payson City from these businesses last year was nearly \$82,000.

Payson City Corporation

439 West Utah Avenue, Payson, UT 84651 (801) 465-5200 Fax (801) 465-5208

2. With the freeway at ground level and Main Street elevated over the freeway, accessing businesses cannot occur until the motorists have traveled a considerable distance off the interchange, then down the elevated portion of Main Street both on the south and north sides of I-15. This greatly reduces the viability of the existing businesses as discussed in paragraph 1 but also limits future businesses from locating on the vacant parcels surrounding the interchange.
3. Payson City has planned and recently improved 600 North street as a major east/west collector for traffic. As proposed, the connection of Main street back into the original alignment is south of 600 north and will not facilitate using 600 North as a major collector street.

These concerns are not new and have been expressed to the DIES team as they have met with Payson City Development Staff on at least two different occasions. It is our request that additional design scenarios be created for review that will facilitate both traffic and economic development for the North Payson Interchange. We feel that the freeway Interchange should be designed with the freeway elevated over Main street to facilitate accessibility to businesses.

We would hope that you would be mindful of our concerns and work to provide a solution that is acceptable to all parties involved. If you would like to discuss our concerns further, please contact Rich Nelson, City Manager at (801) 465-5207.

Sincerely,

Burtis Bills
Burtis Bills
Mayor



December 12, 2007

I-15 Corridor EIS c/o PB
488 East Winchester St, Suite 400
Murray, Utah 84107

RECEIVED
DEC 14 2007
Parsons Brinckerhoff
Utah Office

To whom it may concern,

Draper City appreciates the opportunity to review and comment on the draft Environmental Impact Study for the I-15 Corridor. After reviewing the study, Draper City has three items that we would like to see included in the I-15 Corridor EIS.

The Draper City Transportation Master Plan identifies a proposed minor arterial viaduct over I-15 at 13800 South. The area of Draper located south of Bangerter Highway and west of Interstate 15 is planned for commercial/retail development as well as a station for the Frontrunner Commuter Rail. These planned developments will generate significantly more traffic in this area and an alternate route will be of great significance. Currently, in the center third of Draper, there are only two routes between the east and west over Interstate 15; they are State Routes 71 and 154 (12300 South and Bangerter Highway). Localized traffic greatly impacts the operation of both of these routes and their interchanges at I-15. With a planned freeway to freeway connection between I-15 and SR-154, and an emphasis on maintaining freeway speeds and operation, a viaduct at 13800 South would improve the connectivity and operation of the roadways in the region while providing relief of congestion at the critical interchanges. The viaduct would also provide bicycle and pedestrian access across I-15 which currently does not exist in this area.

The study indicates that the improvements to I-15, between 14600 South and the Point of the Mountain, will include relocating the frontage road that is located to the east of the Interstate. Draper City requests that a cross-section of the proposed relocated frontage road, which accommodates wider travel lanes, bike lanes, and a multi-use trail, be included in the EIS.

There is a proposed multi-use trail crossing of I-15 which will connect the existing Porter Rockwell Trail in Draper with the Jordan River Parkway in Bluffdale. The proposed crossing will also serve as a connection of the Bonneville Shoreline Trail, on the east bench, to the Bonneville Shoreline Trail planned on the west bench. This trail link is also identified on the master plans of Bluffdale City and Salt Lake County. The study indicates that a Single Point Interchange is planned at 14600 South. Single Point Interchanges are not conducive to the inclusion of a multi-use trail crossing. Draper City requests that a separated safe trail crossing, in the vicinity of the 14600 South Interchange, be included in the I-15 Corridor EIS.

We appreciate your consideration of our recommendations and would be available for any further review and comment that you may need on this project.

Sincerely,

Mayor Darrell H. Smith
Draper City



153 North 100 East • P.O. Box 255 • Lehi, Utah 84043
768-7100 • Fax: 768-7101

Pioneers Past and Present

SCANNED
JM 1-15-08

January 8, 2008

Carlos Machado, MBA
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Dear Mr. Machado:

Upon review of the I-15 Draft Environmental Impact Statement ("DEIS"), the Mayor and Council of Lehi City would like to submit the following comments and recommendations for your consideration.

We recognize that with the reconstruction of I-15 there is an opportunity to improve access and mobility across the freeway at various locations in our community. While we are supportive of Alternative 4, we would like to make the following recommendations with respect to the following issues as they relate to future reconstruction and improvements of I-15 as anticipated in the I-15 DEIS Study. We believe they will add necessary attributes and improvements to Alternative 4 and must be included:

- We recommend a new underpass be constructed at 2300 West. This would allow 2300 West to continue north of I-15 and connect to 3200 North and eventually SR-92 and would facilitate north south movement in the area without channeling traffic through the SR-92 or 1200 West freeway interchanges. This proposed underpass is not shown on our current Lehi City Master Transportation Plan, but was an idea that was brought up in the January 2007 Transportation Summit that was held at MAG.
- The DEIS shows the construction of a new interchange in north Lehi, north of the existing SR-92 interchange. We support an interchange in this vicinity, but believe this new interchange would function best at 4800 North, with a separate underpass at the future Frank Ghery project site, because it would allow better spacing between the existing SR-92 interchange and the new interchange. Therefore, we recommend that a new underpass be added in conjunction with this new interchange.
- We recommend that the following existing I-15 crossings be widened/expanded as follows as per the current adopted Lehi City Master Transportation Plan:

- 600 East overpass needs to be widened to accommodate our master planned road size for 600 East of 40 feet of asphalt with 6 foot sidewalks.
 - 100 East underpass needs to be widened to accommodate our master planned road size for 100 East of 38 feet of asphalt and 62 foot overall ROW width.
 - 300 West underpass needs to be widened to accommodate our master planned road size for 300 West of 48 feet of asphalt and 70 foot overall ROW width.
- We recommend a new pedestrian underpass where I-15 crosses Dry Creek that would accommodate a 10 foot wide trail and the stream channel. The City has a Master Planned trail and linear park system along Dry Creek. An underpass would allow the trail to continue along the creek without major rerouting along surface streets to get across I-15 and would preserve a critical link for the linear park system from east to west across I-15. In order for the pedestrian underpass to be usable and safe, we recommend that the total width of the underpass structure, including the area for the trail and the stream channel, be at least 30 feet wide.
- The Utah County trail master plan recommends a trail crossing of I-15 to connect the Murdock Canal Trail to the Jordan River Parkway somewhere north of SR-92 (final location has not been determined).
- Lehi City and MAG are planning for a regional trail (Historic Southern Rail Trail) along the rail corridor owned by UTA. This 10 foot wide asphalt trail is currently being planned from the Lehi/American Fork boundary to the point of the mountain where it will continue north into Salt Lake County. A study is currently under way for the environmental and preliminary design of this trail. In order to accommodate this 10 foot wide trail, we recommend the existing I-15 underpass at US-89 be widened. This trail also needs to be considered with the widening of I-15 and reconstruction of the east frontage road at the point of the mountain to allow a safe trail corridor.
- Despite the reference to the “planned” Mountain View Corridor on page 2-39, which is premature, the interchange located at 2100 North should be sized to accommodate traffic only from a primary arterial, per the Lehi City Transportation Master Plan.

It should be noted that most of the information above regarding under and overpass structures was included in memos sent by our City Staff to the I-15 EIS team on March 29, 2007 and again on October 31, 2007.

- With respect to the East-West Connector road in Lehi that will tie into I-15 at the American Fork Main Street interchange, we recommend that the width of the East West Connector be expanded to a six travel-lane section from I-15 to 300 East. There are several other arterial and collector class roads that will be feeding into the East-West connector between 300 East and I-15 including 700 South, 1900 South and 850 East. It is our opinion that these connecting roadways will generate a significant additional amount of traffic volume on the East-West Connector, and that a wider six travel-lane section through this area will be needed.

- The draft EIS shows three alternatives for the American Fork Main Street interchange. It is our opinion that if the environmental conditions that exist with option B are able to be resolved, it would be the best option (this option shows the East-West Connector Road extending straight east into American Fork on 200 South and connecting into a SPUI with the combined railroad overpass structure adjacent to the SPUI).
- The City has been working with UDOT on a possible location for the Mountain View Corridor to connect to I-15 at 4800 North. The City strongly supports this option, but there would need to be a separate underpass installed somewhere south of the 4800 North interchange as we have noted previously in our comments above. This new underpass would be needed to support local traffic between the Traverse Mountain & Frank Ghery projects and the west side of the freeway and also to provide for a trail connection from the Murdock Canal Trail to the Jordan River Parkway.

Thank you for allowing us an opportunity to comment on the draft I-15 EIS Study. We recognize the significance and need for the widening and other improvements that are planned for the I-15 corridor, and appreciate the efforts of the I-15 EIS team to move this project forward.

Sincerely,



Howard H. Johnson
Mayor

cc: Merrell Jolley – Project Manager
UDOT Region Three Headquarters
658 North 1500 West
Orem, Utah 84057



CITY OF OREM
OFFICE OF THE MAYOR

January 10, 2008

Mr. Carlos Machado, MBA
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118

Mr. Merrell Jolley, PE
Utah Department of Transportation
658 North 1500 West
Orem, UT 84057

RE: I-15 Draft Environmental Impact Statement (DEIS) Comments

Dear Carlos and Merrell:

Orem City respectfully submits the following comments for the Utah Department of Transportation (UDOT) I-15 DEIS. Our City staff presented the following comments below to our City Council on January 8, 2008, with the session opened for public comment, and received unanimous approval by all Council members. Our City staff has prepared an additional detailed letter (attached) that explains our concerns below in greater detail.

1. Many of the I-15 over/under street crossings may not be wide enough to accommodate Orem City's desired future right-of-way widths as adopted by our City Council.
2. We would like to explore an overpass versus an underpass option with the proposed 1200 North roadway crossing.
3. We support full sound walls along the I-15 corridor AND the frontage roads.
4. We support Alternative 4, Option A (800 South Interchange and Frontage Road System). However, we would like a slip ramp to UVSC crossing under University Parkway connecting to the southern end of the campus drive.
5. The new 800 South Interchange alignment west of I-15 needs to be shifted further north in order to provide additional parking stalls for the proposed Intermodal Center.
6. We request that UDOT provide a relocated railroad crossing for access to the properties along 800 South between the railroad tracks and the west side of I-15 corridor. We would like the relocated crossing to connect at the northern portion of the proposed Intermodal Center site.

January 10, 2008
Mr. Carlos Machado, MBA &
Mr. Merrell Jolley, PE
Page 2

7. We have concerns about the skewed angle of the proposed 1200 West realignment at Center Street, the new residential street connections south of Center Street on 1200 West, and the alignment of Center Street west of I-15. We would like to explore a more southern alignment shift of Center Street west of I-15 so the northern properties, including but not limited to 231, 156 and 108, are less impacted by the reconstruction of the interchange.
8. We have concerns about the 2000 South connections with the proposed frontage road system being too close to the two existing at-grade railroad crossings west of I-15. We would like to explore grade separated railroad crossing options with UDOT.
9. We would like UDOT to reconsider the location of the frontage road access point on Sandhill Road by possibly moving it further to the north.
10. Please clarify the future 2030 traffic volumes for Alternative 1 (No-Build) and Alternative 4, Options A, B, C, and D that are presented in Chapter 2, Sections 2.4 and 2.5. It also appears that future 2030 traffic volumes for Sandhill Road are missing from the report. Please provide future 2030 Alternative 1 (No-Build) and Alternative 4, Options A, B, C and D traffic volumes for Sandhill Road from 1740 North to University Parkway.

Please accept these comments into your I-15 DEIS. Orem City appreciates the opportunity to provide input towards this I-15 reconstruction project. We fully understand that this project is a huge undertaking for all agencies involved and the benefits of reconstructing I-15 will be of great significance for Orem City residents.

Sincerely,



Jerry C. Washburn
Mayor

The City of
Provo, Utah

December 13, 2007

Lewis K. Billings
Mayor

Mr. Merrill Jolley, I-15 Corridor EIS Project Manager
UDOT Region Three
658 North 1500 West
Orem, Utah 84057

Mr. Ron Clegg, Project Manager
Parsons Brinkerhoff
488 East Winchester, #400
Murray, Utah 84107

Re: Comments from the Provo City Administration and Municipal Council
regarding proposed Widening of I-15 through Provo City Limits.

Gentlemen:

During the last several months, Provo City has taken the opportunity to carefully review the alternatives proposed for improving capacity and function of I-15 through Utah County and more specifically through the boundaries of our City. In our estimation, the Project Design Team has done an excellent job in coordinating not only the state-wide needs and issues, but also the needs of the various local jurisdictions along the affected corridor.

The website provided by project planners was especially useful and helpful as we sought to understand and evaluate the various proposals. The time project planners were willing to spend with us in responding to our questions and issues was also most helpful and appreciated.

I-15 has been a significant transportation corridor and benefit to all of the cities in Utah County for the past 50 years, but has also created a significant barrier for transportation access to both sides of those cities divided when it was constructed. In order to provide for City traffic circulation in the future and to accommodate the continuing increases in traffic volumes and congestion, the following items are a necessity for the plan to be successful:

FRONTAGE ROAD SYSTEM - We feel that the frontage road concept is extremely important in aiding and expediting traffic, not only onto the Interstate north and south, but to help facilitate east and west traffic movement in the City. With the connection of our collector and arterial roads to the frontage road system,

351 West Center Street
P.O. Box 1849
Provo, Utah 84603
(801) 852-6100
FAX: (801) 852-6107

www.provo.org



we will be provided with quicker and more efficient access to underpasses along the freeway. We feel the frontage road system will provide more immediate access to many residential neighborhoods along its frontage with our boundaries and eliminate much of the cross traffic that is currently traversing our cities north and south to a very limited number of interchanges. It will also eliminate traffic that uses the I-15 corridor now as a collector, thus congesting the main line. This will aid in dispersing our traffic to the Interstate without unduly concentrating it in sensitive areas. We strongly urge the adoption of the "Frontage Road System." We would have preferred the Frontage Road System to continue through the University Avenue Interchange, but we recognize the significant expense that would involve through encroachment into adjacent developments along this section. The 500 West Underpass will help alleviate some of this need which will be addressed later in this review.

CENTER STREET INTERCHANGE - We feel that a Single Point Urban Interchange will be necessary for an efficient transfer of transportation between I-15 and our City road network. The current design for the Single Point Urban Interchange as shown on the plans will not accomplish this goal. The SPUI as shown has three signalized intersections which will be very difficult to coordinate and cause additional future unneeded congestion. We would like to see the frontage road concept taken through the interchange with either braided ramps or some other means in order to eliminate two of the signalized intersections. We have noted the comment on Option B that indicates further design will need to be done on this interchange and we support this effort.

CENTER STREET VIADUCT REPLACEMENT - As shown on all of the interchange drawings, the Center Street Viaduct will be replaced and significantly widened. This viaduct needs to be replaced as shown. Our opinion is that this facility should be increased to a seven lane design in order to accommodate the east-west flow that currently exists today and to meet future growth on the west side including the airport.

500 WEST UNDERPASS - The 500 West Underpass is needed to accommodate our restricted east-west flow. When I-15 is widened it is likely that the existing frontage road, on the west side, will be narrowed or eliminated. 500 West must connect both sides that have been separated since the original construction of I-15 in the 1960's. We fully support this concept and commend the I-15 Team for their consideration.

UNIVERSITY AVENUE INTERCHANGE (WESTERN LEG) - As the I-15 Design Team is aware, Provo City's and MAG's long-range plan include a highway from the University Avenue Interchange to the Provo City Airport. This highway will intercept five or six collector and arterial roads on our west side. We recognize that the environmental issues are being addressed in a separate Environmental Impact Statement for the Westside Connector, but emphasize that when this study is completed and assuming the preferred option could be a connection to the University Avenue Interchange, Provo would like this connection included in your plans as final design and funding are arranged for I-15.

REALIGNMENT OF 820 NORTH INTERSECTING GENEVA ROAD - In order to provide Frontage Road access with reasonable grades over the railroad north of 820 North it was determined by the Design Team that the 820 North connection needs to be relocated with an 'S' Bend connecting to 620 North at Geneva Road rather than the current 820 North at Geneva Road. The 820 North Underpass will be eliminated. The 820 North alignment at Geneva Road is undesirable for an intersection and we commend the Design Team for their approach since the west leg of that intersection goes directly into a residential local road. In addition to providing frontage road access and reasonable grades over the railroad, this also connects two important arterial roads on our Master Plan for much better traffic circulation. Provo City supports this concept and would like to see it continue through the final development of the project.

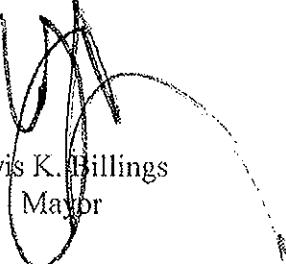
IN SUMMARY - As we have evaluated the four options that have been presented to this point in the Draft Environmental Impact Statement, Provo City's preference is Option B which includes the "Frontage Road," the Center Street Viaduct replacement and widening, the SPUI at Center Street and I-15, the 500 West Underpass under I-15, and the relocation of 820 North Geneva Road Intersection to 620 North with the following exceptions. The Single Point Urban Interchange that is currently conceptual only, needs to be redesigned to accommodate a single signalized intersection without the signalized intersections as shown where the frontage roads join. A notation on the drawings that indicates at University Avenue Interchange, a west leg to the Airport is currently being studied and if a viable and acceptable environmental alternative is chosen, it will be included in the I-15 plan during final design and construction. Also we feel that the Center Street Viaduct in its current five-lane concept will be inadequate for our future needs and recommend that a seven-lane alternative be adopted.

UDOT I-15 Corridor EIS
December 13, 2007
Page Four

We commend the I-15 Design Team for their immense efforts in putting together a very comprehensive study of the needs and impact to the Utah County area and Provo City specifically. We have appreciated your willingness to include our needs and interconnections through this process. We look forward to an efficient and well designed I-15 Corridor through our County, recognizing this as the most important corridor in our region.

Sincerely yours,

PROVO CITY CORPORATION



Lewis K. Billings
Mayor



George O. Stewart

Municipal Council Chair



AMERICAN FORK CITY

PUBLIC WORKS DEPARTMENT

ENGINEERING DIVISION

MEMORANDUM

DATE: January 8, 2008
FROM: American Fork City Public Works and Engineering Division
TO: Merrill Jolley, P.E. Utah Department of Transportation
Cc: Mayor Heber Thompson
SUBJECT: WEST MAIN STREET INTERCHANGE

RECEIVED
1/10/08
DATE
BY [Signature]

Recently, in conjunction with the I-15 reconstruction Environmental Impact Statement, the City of American Fork contracted with Hales Engineering to provide a traffic study and recommendations for the West Main Street Interchange. In the process of that review, Hales Engineering identified the forecasted traffic for the interchange within the 20-year design window of 45,000 vehicles per day as per information provided by Parsons Brinkerhoff (PB). The City acknowledges that the Interstate and Interchange system fall under the purview of the Utah Department of Transportation; however, as the interchange will greatly effect the function of the adjacent City streets within the blossoming commercial areas. The City is concerned that the traffic congestion on the interchange not cause the intersections on the adjacent City streets to lapse into failure. As such, below are a few points that we would like to discuss further with UDOT relative to the interchange as the designs continue to progress.

- Adequate lane configuration crossing the interchange: It appears from the concept drawings in the EIS that there are only two through lanes in each direction across the interchange. It is our understanding from our traffic consultants that to pass 45,000 vehicles per day at a Level of Service 'D' a configuration with three through lanes in each direction will be required. Previously the City's understanding has been that the section would include 7 travel lanes.
- Adequate turning pockets and ramp metering queues: We recognize that this level of examination may not have been completed at this point; however, we would like to ensure that the anticipated peak hour queues in the interchange traffic do not extend into the adjacent City intersections.
- Vineyard Connector: It is our understanding that the Vineyard Connector traffic is not included in the 45,000 VPD that has been modeled for the I-15 project. We understand

the current projected volumes of the Vineyard Connector to be 30,000 ~ 40,000 VPD.

We have some concern in regards to the effect of this additional traffic burden on the level of service of the interchange.

- Signalization of the adjacent City streets and the Front Runner access road: We would like to discuss the anticipated signalization of the adjacent City streets and other UDOT access management restrictions in the area to allow us to adequately plan the City facilities and to correctly direct development in the area.
- ITS Interconnect: We assume that the new signals will be incorporated into the existing UDOT sponsored signal interconnect system that is in place within the City.

We recognize the immense effort that a reconstruction plan with the magnitude of I-15 represents an praise UDOT's efforts in keeping the communities involved in the decision making process.

Thank you for all your help and co-operation with the City. We look forward to continue working together toward successful transportation solutions. Please contact us if you have any questions about our comments.

City of
American Fork

Incorporated
June 4, 1853
State of Utah

Mayor:
HEBER M. THOMPSON

City Council:
SHERRY KRAMER
DALE O. GUNTHER
SHIRL DON LEBARON
HEIDI K. RODEBACK
RICK STORRS

City Staff:
MELANIE MARSH, MPA
Chief of Staff
CATHY JENSEN, CPA
Finance/Budget Officer

RICHARD M. COLBORN, CMC
City Recorder
PAMELA D. HUNSAKER, CMFA
City Treasurer
LANCE M. CALL
Chief of Police
HOWARD DENNEY, PE
Public Works Director
TUCKER HANSEN
City Criminal Attorney
KASEY WRIGHT
City Civil Attorney
ROD DESPAIN
City Planner
JAY CHRISTENSEN
Fire Chief
ANDREW SPENCER, P.E.
City Engineer

January 10, 2008

Merrill Jolley
Utah Department of Transportation
658 North 1500 West
Orem, UT 84058

Dear Mr. Jolley:

Enclosed is the Resolution adopted by the American Fork City Council on Tuesday, January 8, 2008, regarding their preference with regard to the West Main I-15 Interchange.

Thank you.

Sincerely,



Richard M. Colborn
City Recorder

51 East Main
American Fork, UT 84003

801-763-3000 Phone
801-763-3004 Fax
www.afcity.org

RESOLUTION NO. 08-01-03R

A RESOLUTION RELATING TO THE PLANNING AND DEVELOPMENT OF THE PROPOSED RECONSTRUCTION OF U. S. INTERSTATE HIGHWAY 15 INCLUDING THE PROPOSED RECONSTRUCTION THE WEST AMERICAN FORK INTERCHANGE AND WESTWARD EXTENSION OF MAIN STREET TO THE CITY BOUNDARY, THE RECONSTRUCTION OF THE 500 EAST INTERCHANGE, AND CERTAIN OTHER IMPROVEMENTS TO INTERSTATE HIGHWAY 15 WITHIN THE CITY BOUNDARY.

WHEREAS, the Utah Department of Transportation (UDOT) and Mountainland Association of Governments (MAG) have heretofore identified the need for the reconstruction of U. S. Interstate Highway 15 (I-15) to better accommodate the existing and future volume of traffic using said highway; and

WHEREAS, as part of the plans for reconstruction, UDOT, MAG and their consultants have heretofore identified the need for reconstruction of the interchange at West Main and 500 East and other improvements along the portion of I-15 within the boundaries of American Fork City; and

WHEREAS, the American Fork City Council has heretofore adopted Resolution 07-01-02R stating the City's support for the reconstruction of the West American Fork Interchange, provided the alignment of the extension of Main Street westward from the interchange continued along the north side of the of the existing railroad right-of-way (the Diamond Option - Option A); and

WHEREAS, UDOT has now prepared a plan for the West American Fork Interchange showing a third option (Option C) which Option proposes a Single Point Urban Interchange (SPUI), but retains the alignment of the West Main Street Extension along the north side of the railroad right-of-way; and

WHEREAS, American Fork City, with the aid and recommendations of City Transportation Committee, Planning Commission, City staff and its traffic consultant, Hales Engineering, has evaluated Option C and determined that Option C addresses the concerns and objectives of American Fork City in a manner equal to or better than Option A; and

WHEREAS, UDOT has prepared an Environmental Impact Statement (EIS) which addresses the proposed West American Fork Interchange and other improvements relating to I-15 within American Fork City and has requested comments regarding the various elements of the

plan(s) for reconstruction.

NOW THEREFORE, THE AMERICAN FORK CITY COUNCIL RESOLVES AS FOLLOWS:

SECTION 1. West American Fork Interchange - American Fork City hereby acknowledges the need for the reconstruction of the West American Fork Interchange to better serve the community, particularly the area located west of I-15, City and has determined that Option C (Modified SPUI) is the most appropriate alternative (Attachment 1). Provided, However, that this statement of support specifically applies only to the interchange and the westward extension of Main Street and specifically excludes and should not be construed as support for the proposed connection of the Vineyard Connector in the location shown on the draft plan.

SECTION 2. East American Fork Interchange - American Fork City hereby acknowledges the need for reconstruction of the 500 East Interchange and does hereby express its support of the plan for reconstruction as indicated in the EIS.

SECTION 3. Up-grade of existing underpass structures at 100 East And 300 West - American Fork City hereby acknowledges the need for reconstruction of the existing 100 East underpass as shown in the EIS and the realignment and reconstruction of the 300 West underpass as shown on the EIS and does hereby express its support of the plan for reconstruction in harmony with the City's General Plan and cross-section standards.

SECTION 4. Additional Underpass Structure - The American Fork General Plan has identified the need for an additional underpass structure to accommodate future the north-south traffic demands that will result from new development in the area located south of the I-15 right-of-way. Accordingly, the plans for reconstruction of I-15 should provide for an additional underpass structure at to be located at 100 West Street or Center Street as recommended by the City's General Plan (Attachment 2).

SECTION 5. Interconnection with other Major Traffic Routes - The City Council hereby acknowledges the need for an additional east-west traffic route to better serve the area located west of American Fork City, and affirms its support for the reconstruction of the further extension of the West Main Street and connection into the Lehi 10th South Arterial, provided the plans include inter-connecting routes with the proposed Southern Arterial (1500 South /1900 South) and East Lehi Interchange to encourage dispersal of through traffic.

SECTION 6. Existing Park and Ride Facility - Reconstruction of the West American Fork Interchange will disrupt the function of the existing park and ride facility. This facility currently operates at or above capacity on normal working days. All further planning for reconstruction of I-15 and the West American Fork Interchange should include the continuation

of an adequate park and ride facility.

SECTION 7. Authorization to Support City Position -The City Council does hereby authorize its members and City staff to represent the policy and positions expressed in this Resolution as the "position of the City" on the matter in all meetings and communication regarding the subject, and does hereby instruct the staff to work with UDOT, MAG, adjacent communities and agencies having responsibility for planning and development of the I-5 Corridor, 10th South Lehi Arterial, and Vineyard Connector in the implementation of the traffic facilities identified herein and to take such other actions as would tend to support development of the City's preferred alternatives.

Enacted by the City Council of American Fork City this 8 Day of January, 2008.

Deber M. Thompson
Mayor

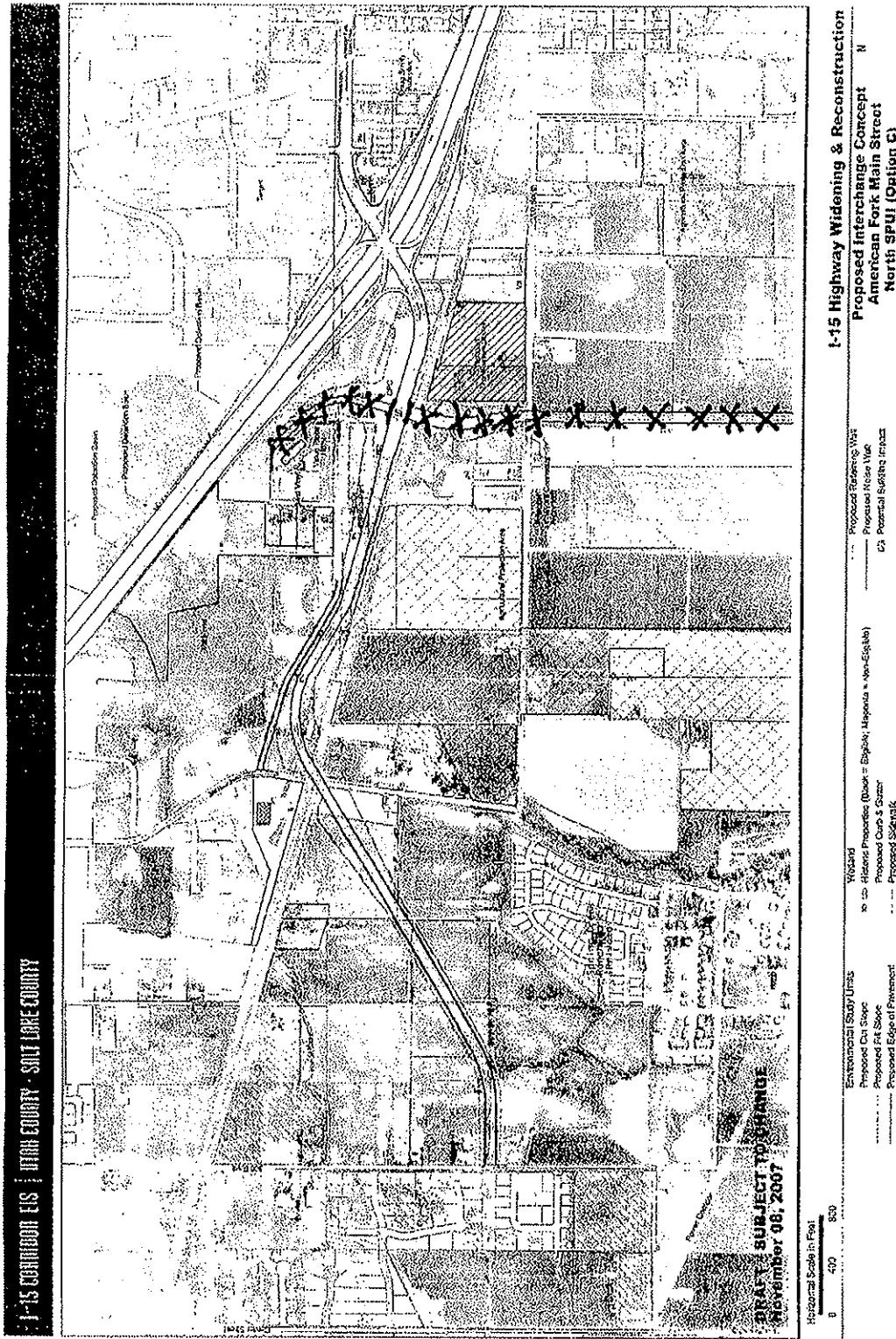
ATTEST:

Philip Lutke

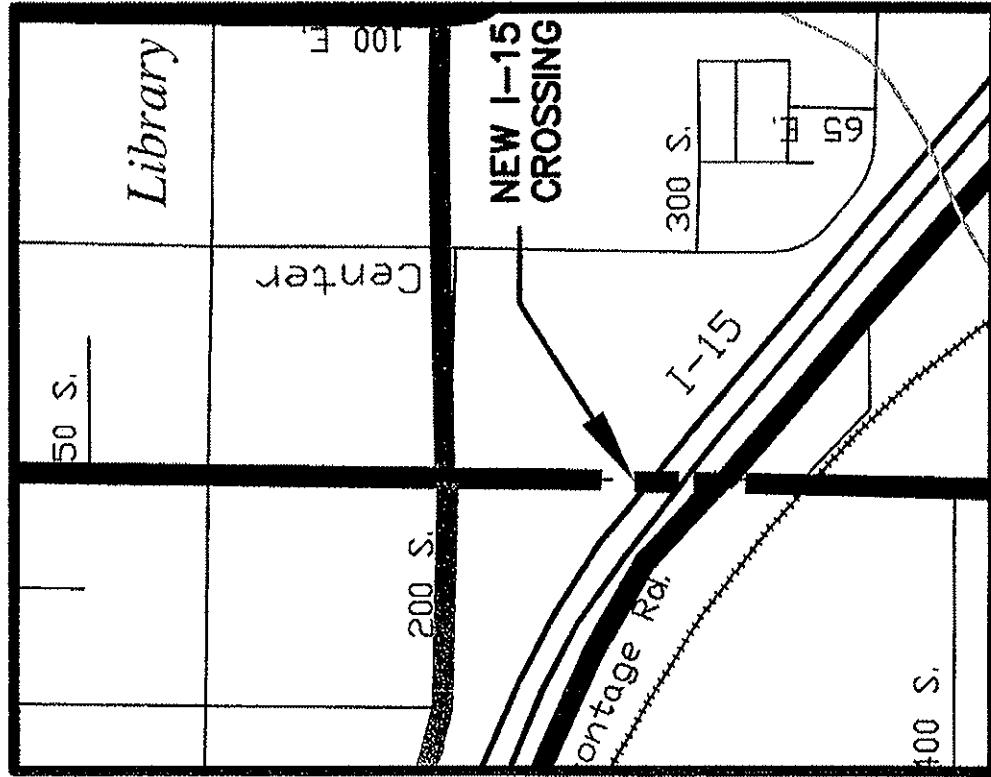
City Recorder
City Attorney



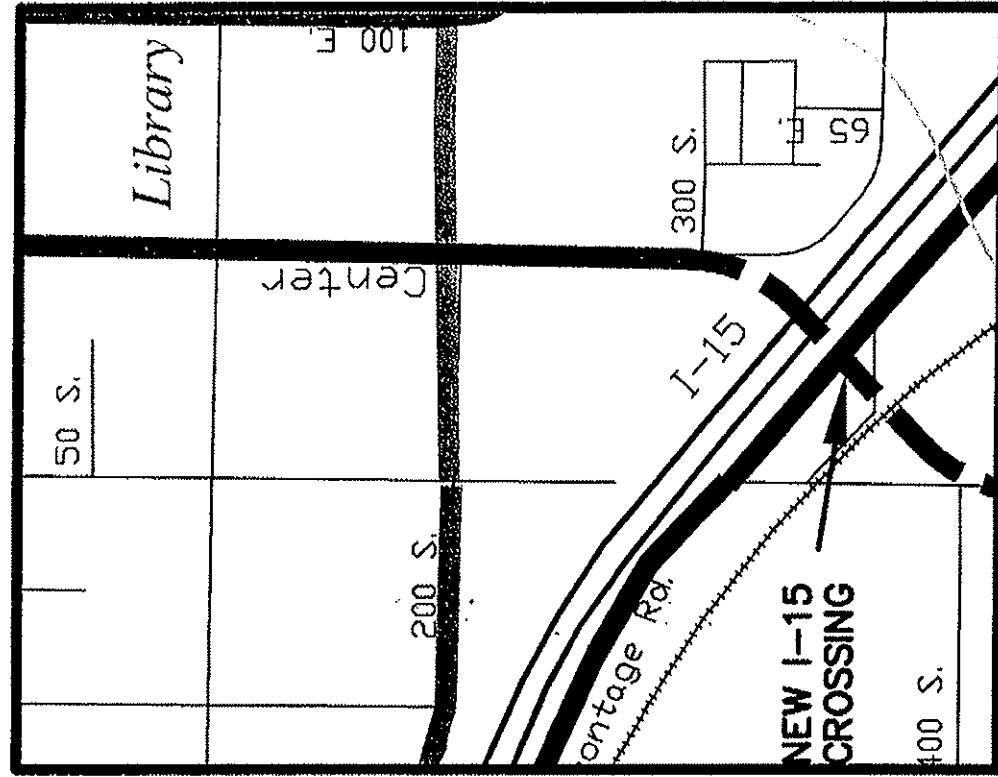
ATTACHMENT 1



DETAIL A



DETAIL B



OR

100 WEST OPTION

CENTER STREET OPTION

ATTACHMENT 2

D-300

June 2008

Murray, Pam

From: ANDREW JACKSON [AJACKSON@mountainland.org]
Sent: Tuesday, December 18, 2007 3:01 PM
To: Merrell Jolley
Subject: MPO Comments on I-15

Merrell

The following is a draft of the MPO comments. Let me know if you have concerns

Andrew

I-15 Corridor EIS c/o PB
488 E. Winchester St., Suite 400
Murray, Utah 84107

January 3rd, 2008

RE: Mountainland Metropolitan Planning Organization Official Comment on the I-15 Corridor

To Whom it may concern:

Please accept this letter as the Mountainland Metropolitan Planning Organization's (MMPO) official comment on the I-15 Corridor Draft Environmental Impact Statement.

We feel it is important to assure that the final alignment meets in the Purpose and Need of the study. The reconstruction of I-15 consistent with the Mountainland Metropolitan Planning Organization's Regional Transportation Plan (RTP)

The MMPO supports Provo City's request to have a Single-Point Urban Interchange built at Center Street and I-15.

The MMPO also requests a design for the Orem 800 South interchange that reduces the impact on developable land near the inter-modal center on the west side of I-15.

Additionally, the MMPO encourages full cooperation with American Fork City in the design of the Main Street interchange to ensure compatibility with the City's General Plan.

As always, the MMPO will support the final alignment as identified by the Federal Highway Administration in the Final Environmental Impact Statement and will amend our RTP if need.

Thank you for the opportunity to comment.

Sincerely,

Mayor Jerry Washburn, Chair
Regional Planning Committee
Mountainland Metropolitan Planning Organization



WASATCH FRONT REGIONAL COUNCIL

295 North Jimmy Doolittle Road • Salt Lake City, Utah 84116 • www.wfrc.org
Phone Salt Lake: 801.363.4250 • Fax: 801.363.4230 • Phone Ogden: 801.773.5559

January 11, 2008

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Louenda Downs
Utah Association of Counties

George Garwood
Utah League of Cities & Towns

Robert Grow
Envision Utah

Mr. Carlos Machado, MBA
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

RE: I-15 Corridor Utah County to Salt Lake County Draft Environmental Impact Statement and Section 4(f) Evaluation, November 2007

Dear Mr. Machado:

We received the I-15 Corridor Utah County to Salt Lake County Draft Environmental Impact Statement and Section 4(f) Evaluation and appreciate the opportunity to make comments. This project is included in the Wasatch Front Regional Transportation Plan: 2007-2030, which was adopted in May 2007.

After reviewing the document, we have several comments:

1. Section 1.5.2.3 Wasatch Front Regional Transportation Plan: 2007-2030, should include "Provide commuter rail service between Salt Lake and Utah Counties parallel to I-15" as this project is in both of the MPO's Regional Plans.

2. In general, there are three issues related to air quality in Section 3.8 that deserve a second review before a final EIS is prepared.

a. The 1-hour ozone standard was revoked in June of 2005. Salt Lake County was formerly a non-attainment area under the 1-hour ozone standard. Salt Lake and Utah Counties have always been in attainment of the current 8-hour ozone standard. A revision to the 8-hour standard has been proposed but it is not yet in place and there is still some uncertainty what the standard will be. It is appropriate to address ozone in the EIS since it will still be an issue for air quality, but the discussion should be in the context of the proposed standard revision not the old 1-hour standard that no longer applies or the current 8-hour standard which is being attained. Table 3.8-2 should be revised to show that Salt Lake County is an attainment area for the current ozone standard.

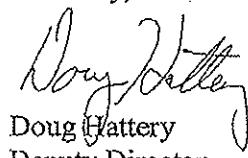
b. A new standard for PM_{2.5} is in effect and this should be addressed in all sections of the air quality discussion along with the various other criteria pollutants that are addressed. EPA final designations have yet to be made but

all indications are that the Wasatch Front counties will be non-attainment for PM_{2.5} at the new 35 µg/m³ standard. Where PM_{2.5} is addressed it would be helpful to give these sections a separate heading or section number as appropriate rather than combining PM_{2.5} with the PM₁₀ discussion. This will assist reviewers who might otherwise mistakenly conclude that PM_{2.5} was not addressed.

- c. The most recent WFRC conformity analysis was prepared in 2007 and is available on the website. There are a number of citations to WFRC's 2006 conformity analysis. The EIS should reflect the more recent date and the latest data from the 2007 analysis.

Again thank you for the opportunity to comment on this project. We look forward to future coordination with you, the publication of the Final Environmental document and construction of the project.

Sincerely,



Doug Hattery
Deputy Director

FACSIMILE TRANSMITTAL SHEET

To: FSAFEDS
FAX NUMBER: 680 South Orem Neighborhood
COMPANY: (801) 262-4303
Subject: I-15 DEIS Team
Date: January 10, 2008
TOTAL NO. OF PAGES INCLUDING COVER: 4

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE PROCESS

NOTES/COMMENTS:

I-15 DEIS Team:

Attached is a letter from the 680 South Orem Neighborhood regarding the DEIS I-15. The original letter is coming by regular mail.

If you need to contact us please send an email to tocarrunchy@msn.com

Thank you.

Carlos Machado
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Dear Mr. Machado:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS), I-15 Corridor Utah County to Salt Lake County, (FHWA-UT-EIS-07-01-D); Project No. IM.NH-15-6(149) 245E.

Our neighborhood is located at 680 South in Orem adjacent to I-15. We would be impacted by the design options A and C which propose to realign 800 South in Orem from its present location to a new location directly adjacent to homes along 680 South. We have reviewed the pertinent sections of the DEIS that directly effect our neighborhood and offer the following comments under the authority of the National Environmental Policy ACT (NEPA).

Although there are direct impacts to our neighborhood the DEIS fails to include the 680 South homes within the study area. We believe this is an oversight and should be corrected. The following are examples of inconsistencies caused by this oversight.

- Section 3.2.3 of the DEIS states the construction of a new interchange at Orem 800 South would have positive impacts on existing social networks and community cohesion. This statement cannot apply to the 680 South neighborhood since the area was not included in the area of study.
- Section 3.3 of the DEIS deals with Environmental Justice and Executive Order 12898. However, the DEIS fails to include the neighborhood of 680 South within the study limits making it impossible to determine if the Executive Order has been met.
- Although section 3.3.4.4 suggests there would be no difference between the level of impacts of the design options, the failure to include the 680 South neighborhood invalidates this statement.

We request information be provided on discussions between the Utah Department of Transportation (UDOT) and Utah Valley State College and UDOT and Orem City regarding the proposed realignment of 800 South in Orem from its present location.

We request that specific evaluations or studies be conducted in the 680 South neighborhood on Noise, Visual, Safety, Minority, Economic, and Socioeconomic

Name	Address	Signature
<u>Ken Robinson</u>	<u>1093 W. 680 South</u>	<u>Kenneth Robinson</u>
<u>Muriel Robinson</u>	<u>1093 W. 680 South</u>	<u>Muriel Robinson</u>
<u>RICHARD BEST</u>	<u>662 W 1160 S</u>	<u>R Best</u>
<u>Angela Gillespie</u>	<u>1059 S. 1160 W</u>	<u>Angela Gillespie</u>
<u>Mark A. Gillespie</u>	<u>1059 S. 1160 W.</u>	<u>Mark A. Gillespie</u>
<u>JAMES S. MOORE</u>	<u>1146 W. 680 S.</u>	<u>James S. Moore</u>
<u>Robert M. Graves</u>	<u>1105 W. 680 S.</u>	<u>Robert Graves</u>
<u>Carla H. Whitney</u>	<u>1076 So 1115 W</u>	<u>Carla H. Whitney</u>
<u>Joe L. Whitney</u>	<u>1076 So. 1115 W</u>	<u>Joe L. Whitney</u>
<u>Billy Rite Man</u>	<u>662 So. 1115 W.</u>	<u>Billy Rite Man</u>
<u>Beth Felton</u>	<u>662 S. 1115 W.</u>	<u>Beth Felton</u>
<u>Brandford Thompson</u>	<u>1081 W. 680 S</u>	<u>Brandford Thompson</u>
<u>Randall Heaton</u>	<u>1069 W 680 So</u>	<u>Randall Heaton</u>
<u>Sue Heaton</u>	<u>1069 W. 680 S.</u>	<u>Sue Heaton</u>
<u>Dennis Winger</u>	<u>1076 W 680 S.</u>	<u>Dennis Winger</u>
<u>EILEEN WINGER</u>	<u>1076 W. 680 S.</u>	<u>Eileen Winger</u>
<u>Denice Melvin</u>	<u>1036 W 680 S</u>	<u>Denice Melvin</u>
<u>AMBER MYERS</u>	<u>1036 W 680 S</u>	<u>Amber Myers</u>
<u>Tod Myers</u>	<u>1036 W 680 S</u>	<u>Tod R Myers</u>
<u>Deniece Hawkins</u>	<u>483 S. 1070 W</u>	<u>Deniece Hawkins</u>

*Received
Jan 11 2008*

To Whom It May Concern,

This letter represents the collective viewpoint of 12 property owners between I-15 and Geneva Road along the south side of 800 South and east side of Geneva Road in Orem. It is our request that the west-bound 800 South/I-15 interchange road be redirected from its currently designated location toward the north so that it would run parallel to 800 South directly over the homes currently situated on the south side of 800 South. The homes mentioned, and thus impacted, are owned by the combined authors of this letter.

We consolidate the emotion we feel in recommending such a proposal into the following economically-viable, politically-expedient and fair-minded points. To understand these points, one must begin with the acknowledgement that there are a multitude of interests impacted by any placement of this road. These interests at least include the citizen homeowners drafting this letter, the City of Orem, Utah Valley State College, the Utah Transit Authority, and the Utah Department of Transportation. With such varied interests, could it be possible to propose a solution that would satisfy each of the parties involved? This is both the intent and, we believe, the result of our proposal.

By moving the road to the north, a contiguous tract of development land would be left to the south. This large parcel of property borders property owned and operated by Utah Valley State College. The parcel also borders property currently being sought by the Utah Transit Authority for the development of an intermodal hub for its upcoming rapid transit line to Salt Lake City. The City of Orem wants both the I-15/800 South Interchange and the UTA Intermodal Hub for its citizens and for the welfare of the City. The City also wants the transition of Utah Valley State College into Utah Valley University to be supported by its economic development policies. This large contiguous parcel would allow for transit-oriented development that would support additional UVSC student housing, create UTA Intermodal Hub proximity (thus increasing its traffic and use), and fulfill the intent of the Orem City Council which, in June of 2007, passed a resolution calling for transit-oriented development on this very parcel of land. Subdividing this contiguous parcel of land, as the road currently proposed would do, would destroy a large portion of its otherwise beneficial use. The remainder of property to the south of the proposed road would be insufficient for the type of development described above. The parcel to the north would also be too small to support viable commercial development and would strand some of the current residents within feet of a five-lane interchange road. Moreover, the current road placement would intersect with Geneva Road, a 50 MPH road, in dangerously close proximity to the current 1000 South traffic semaphore. Were the new interchange road to pour onto Geneva Road at roughly 800 South, there would be nearly double the distance for traffic to navigate its way through these two intersections. Considering the variety of interests impacted by this decision, we believe that our proposal preserves the interests of all parties and is thus the most politically-expedient alternative remaining.

From our meetings over the past months with all parties previously mentioned, we believe that all can see and accept the benefits associated with our proposed road placement. The two major impediments to our proposal would be cost and the impact on potentially historic properties.

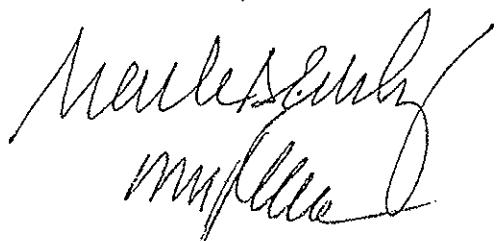
With respect to cost, an appraisal of the property bordering our land, which is currently owned by UVSC and being sought for purchase by UTA, estimated the "as-is" value of this R-12 zoned parcel at \$350,000 per acre. Our property is identically zoned and touches the appraised parcel. We believe it safe to assume, as a result, that the value of our raw R-12 land is approximately \$350,000 an acre. To purchase the land necessary to run the road where it is currently designated, in addition to the purchase of the land and home where the road exits onto Geneva Road, would be more expensive than it would be to purchase all of the homes on the south side of 800 South. These homes were recently appraised along with the immediately surrounding 1/4 acre of ground (roughly the width of the road) at an average of \$230,333. The remaining 3/4 acre of raw R-12 land behind nearly every home on 800 South would remain untouched by our proposed road location. In fact, we just signed a contract including non-refundable earnest money with a commercial developer willing to pay \$600,000 per acre for our land. We believe that upon further analysis of the acquisition cost associated with our proposal, that UDOT would find it more economically-viable to reposition the road to the north.

As for the impact of our proposed road on potentially historic homes, we are currently in negotiations with the City of Orem to purchase and raze these homes. In fact, this past week the City of Orem independently hired an appraiser to assess the value of the potentially historic properties along 800 South. We have entered into good faith discussions with Mayor Washburn, City Manager Jim Ream and City Attorney Steve Earl for the purchase of these properties. Were the City of Orem to decide not to purchase the homes, we have expressed and again express our intent to remove the homes.

In the end, we are left with a proposal that satisfies the needs of each competing interest holder which is both politically-expedient and economically-feasible. The remaining argument, although perhaps less legally relevant and persuasive, is an appeal to our shared sense of fair-mindedness. Many of the homeowners living along 800 South built these homes themselves. They are their original occupants. They have raised families, planted deep roots and intended to live, retire and die in these homes. The negative impact on these families, to say nothing of the impact to the value of their homes, caused by the currently proposed road placement would be acceptable only if every other alternative had been exhaustively explored. There is no other reason to cause some of these families to lose their homes and the remainder to live within such proximity of a five-lane highway interchange road.

Gladly, there is an alternative; not only an alternative, but a clearly better alternative. We respectfully submit that our proposal is not merely the right thing to do, but that it also satisfies UDOT's duty to wisely spend taxpayer funds and its duty to develop and maintain its goodwill with municipal and state entities. For the foregoing reasons, we sincerely hope that the road will be realigned to our proposed location.

Hal J Allen and Mark D. Eddy on behalf of all the residents along 800 South.

The image shows two handwritten signatures stacked vertically. The top signature is "Hal J. Allen" and the bottom signature is "Mark D. Eddy". Both signatures are written in black ink on a white background.

Mendez/Schoenfeld	849 South Geneva Road
Gary L. Morrill	1495 West 800 South
Todd & Shaun Haderlie	1485 West 800 South
Haderlie rental home	1467 West 800 South
Robert Stephenson	1451 West 800 South
Mark D. Eddy	1435 West 800 South
Hal J. Allen	1421 West 800 South
Troy Whiting	1405 West 800 South
HB Amett	1391 West 800 South
Sheldon Frandsen	1375 west 800 South
Richard and Wade Opfar	1357 West 800 South
Michael and Carol Harper	1341 West 800 South

January 9, 2008

RECEIVED
JAN 10 2008

*Parsons Brinckerhoff
Utah Office*

Utah Department of Transportation
I-15 Corridor EIS c/o PB
488 E. Winchester St., Suite 400
Murray, Utah 84107

We, residents of Deerfield Subdivision in Orem, Utah, are writing regarding the 1200 West Realignment at Orem Center Street due to the I-15 Corridor project. We hereby formally petition and request that the proposed neighborhood access road onto 85 South NOT be constructed and that 40 South be closed off and dead-ended. We do NOT want access from or onto 1200 West from our neighborhood.

We fear that if these roads are constructed or left open, there will be a great increase in neighborhood traffic by those wanting to access Gas-N-Go, Trafalga and, especially, UVSC/UVU, and/or wanting to bypass Center Street, particularly if traffic is backed up at the proposed light at the future 1200 West intersection.

There are many children in our neighborhood and we fear for their safety, in addition to the other problems caused by increased neighborhood traffic if such access points were to be left open. There are two other roads by which we can access our neighborhood: 1000 West and 100 South.

Attached are: (1) the signatures of the neighbors who do NOT want these roads left open, (2) a corresponding map of their homes according to the number next to their signatures, and (3) our proposed change to the map draft. We desire to preserve our neighborhood, which we know is of great concern to the City of Orem and to the State of Utah. We do not feel that this request impinges on the rights of others or that it will be a hinderment to the movement of traffic through the City.

We hereby request your assistance in helping us preserve our neighborhood amidst these changes. Thank you.

Residents of Deerfield Subdivision
Orem, Utah

1. Brent Miller

Brent Miller
72 South 1160 West

2. Spencer Cottam

Spencer Cottam
1137 West 85 South

3. Junko Takeya

Junko Takeya
1125 West 85 South

4. Eduardo Zamorano

Eduardo Zamorano
1113 West 85 South

5. Richard Winger

Richard Winger
1065 West 85 South

6. Jeananne Lybbert

Jeananne Lybbert
1089 West 85 South

7. Scott Grimes

Scott Grimes
1077 West 85 South

8. Gary Ransom

Gary Ransom
1065 West 85 South

9. Sheryl Olsen

Sheryl Olsen
1045 West 85 South

10. Dan Davies

Dan Davies
83 South 1050 West

11. Sean Gallacher

Sean Gallacher
69 South 1050 West

1. Pat Miller

Pat Miller
Pat Miller

2. Pamela Cottam

Pamela Cottam
Pamela Cottam

3. Maria de Jesus Zamorano

Maria de Jesus Zamorano
Maria de Jesus Zamorano

4. Richard Winger

Richard Winger
Richard Winger

5. Crystal Grimes

Crystal Grimes
Crystal Grimes

6. Cheryl Ransom

Cheryl Ransom
Cheryl Ransom

7. Caryl Davies

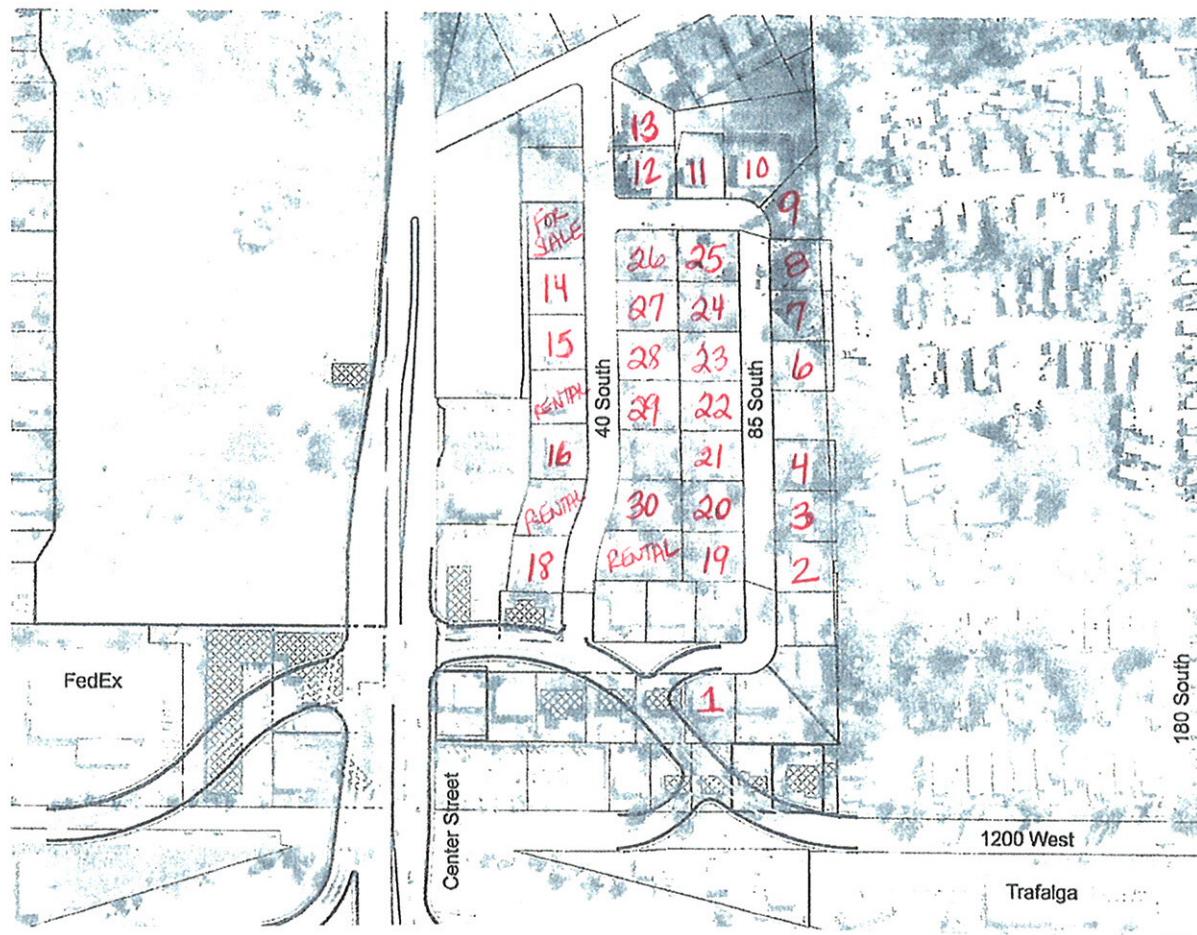
AGREES BUT OUT OF TOWN
FOR 2 WEEKS

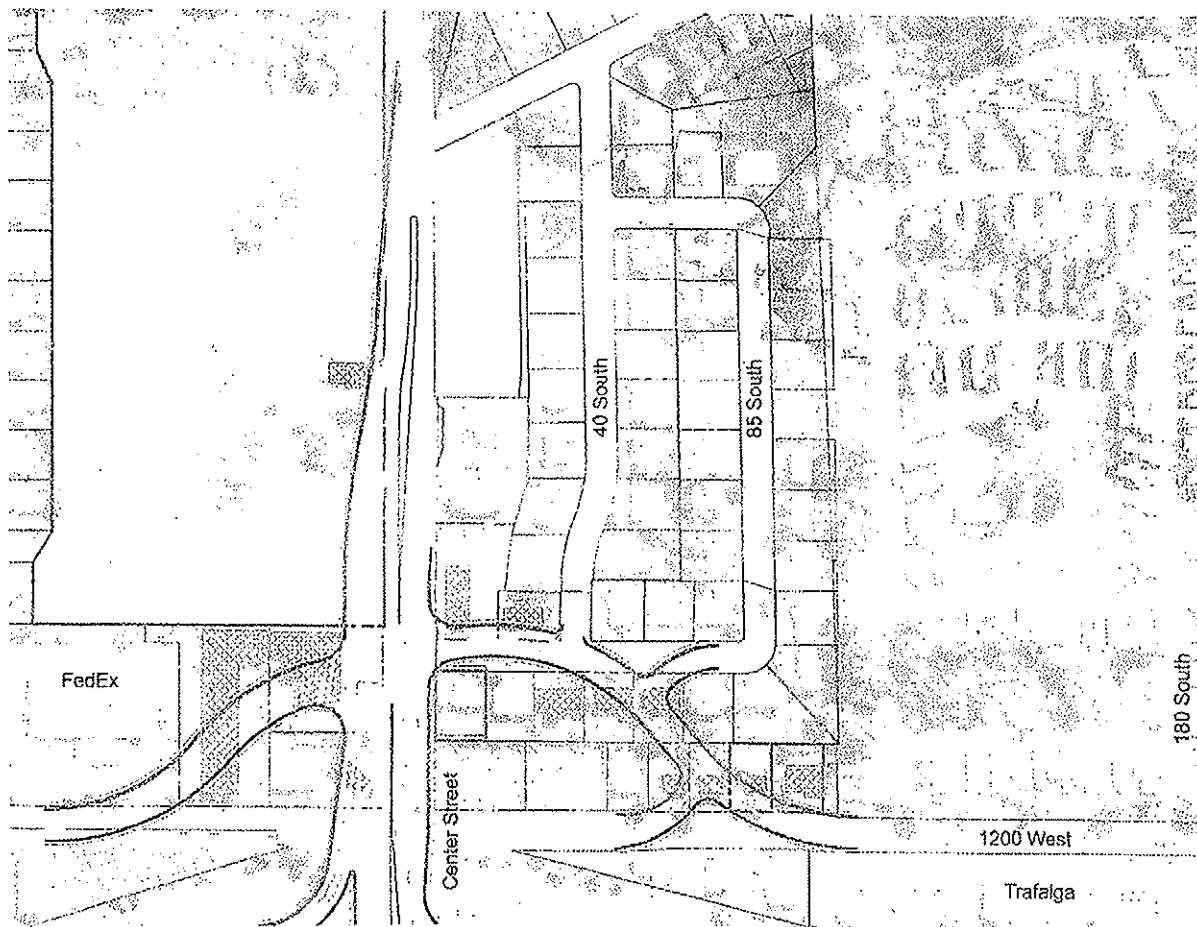
8. Callie Gallacher

Callie Gallacher
Callie Gallacher

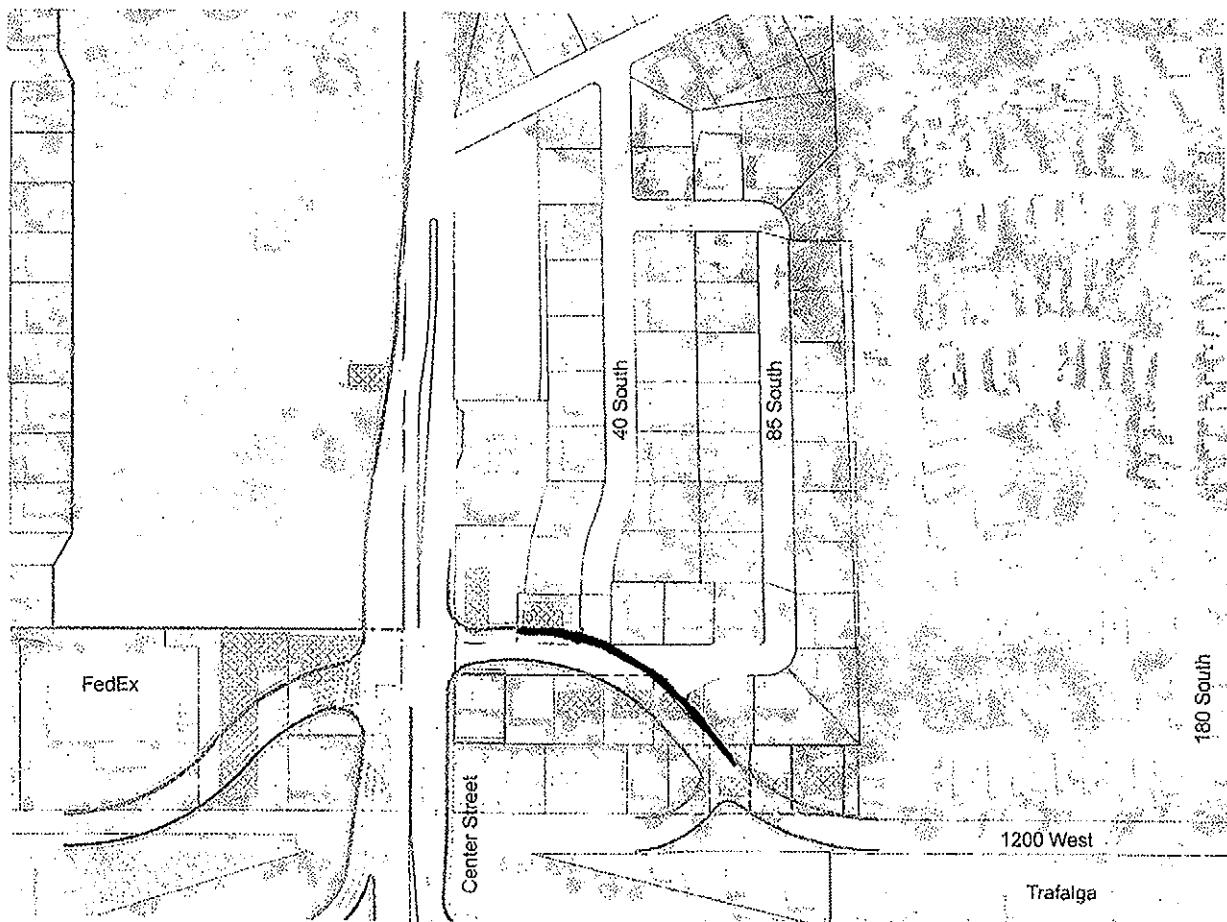
12. Jane Sutton
 June Sutton
 1039 West 40 South
13. Bart Hendrickson
 Bart Hendrickson
 1021 West 40 South
14. Mark Smith
 Mark Smith
 1070 West 40 South
15. AGREES BUT OUT OF TOWN
 Graham Bilson
 1084 West 40 South
16. Octavio Pérez
 Octavio Pérez
 1110 West 40 South
- RENTAL - OWNER IN CA
 1122 West 40 South
18. Kenny Brandow
 Kenny Brandow
 1140 West 40 South
19. Tom Wiltbank
 Tom Wiltbank
 1134 West 85 South
20. Dan Barrett
 Dan Barrett
 1122 West 85 South
21. UNAVAILABLE
 Cindy Cooper
 1110 West 85 South
22. Shu Ch'en
 Shu Ch'en
 1098 West 85 South
- Tonya Hendrickson
 Tonya Hendrickson
- Kelly Smith
 Kelly Smith
- Gaelene Bilson
 Gaelene Bilson
- Guadalupe Pérez
 Guadalupe Pérez
- Julie Brandow
 Julie Brandow
- Sherri Wiltbank
 Sherri Wiltbank
- Jane Barrett
 Jane Barrett
- Kelly Bowen
- Max C. Stinson
 Max C. Stinson

23. Nathan Clark
Nathan Clark
1086 West 85 South
24. Gary Barsdorf
Gary Barsdorf
1074 West 85 South
25. Ken Oppel
Ken Oppel
1064 West 85 South
26. Norman J Boyd
Norm Boyd
1063 West 40 South
27. Richard Upstill
Richard Upstill
1075 West 40 South
28. Jadeen Bennett
Jadeen Bennett
1087 West 40 South
29. Rod Reaveley
Rod Reaveley
1099 West 40 South
30. Shannon Ward
Shannon Ward
1123 West 40 South
- ~~31. Lex Hyden~~
~~1147 West 40 South~~
23. Tiffany Clark
Tiffany Clark
24. Shiralee Barsdorf
Shiralee Barsdorf
25. Cindy Oppel
Cindy Oppel
26. Donna Boyd
Donna Boyd
27. Cathie Upstill
Cathie Upstill
28. Diane Reaveley
Diane Reaveley
29. Lisa Ward
Lisa Ward
30. Beverly Hyden
Beverly Hyden





CURRENT UDOT DRAFT



OUR REQUEST